GRAND PRIX

INTERNATIONAL

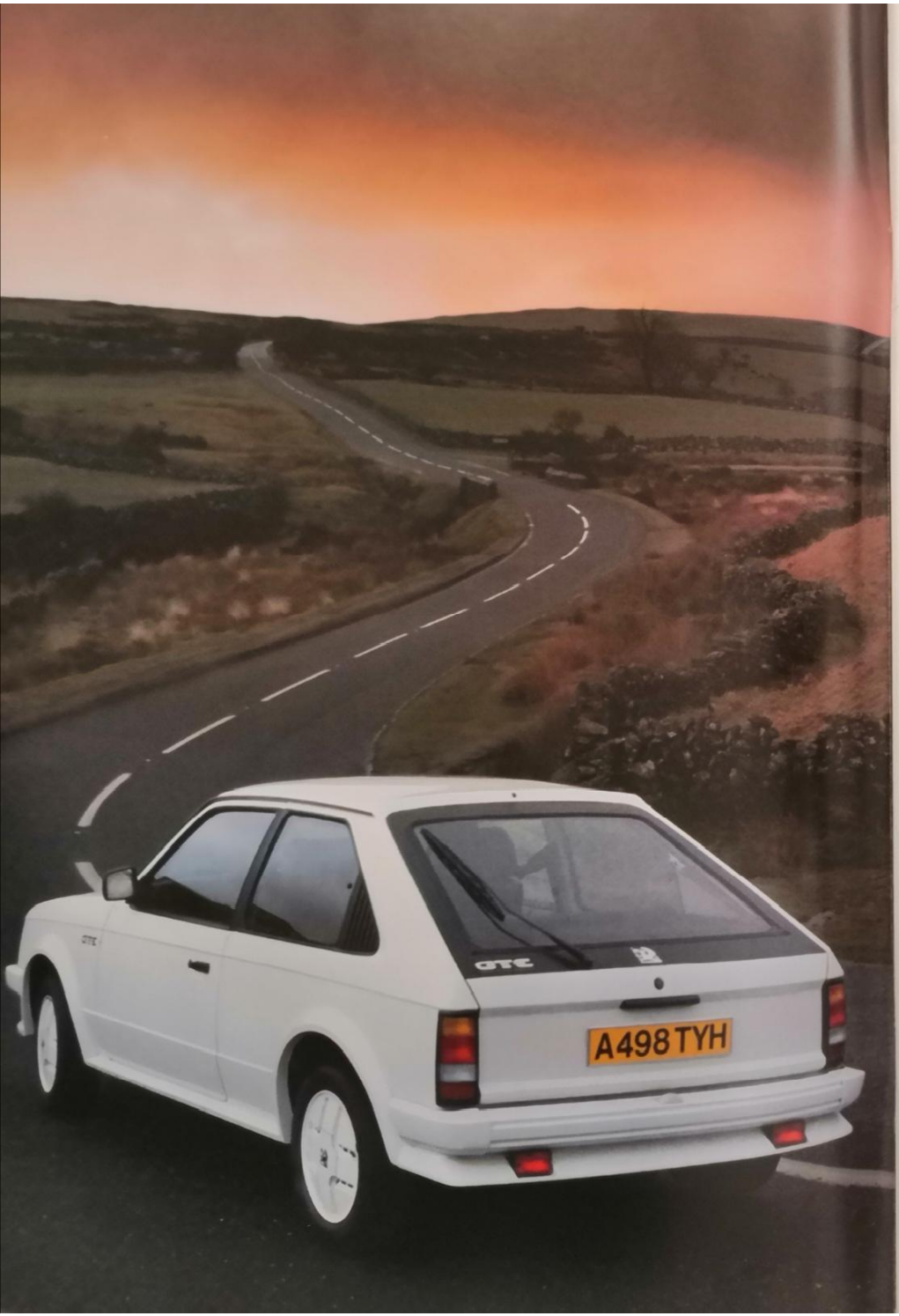
SAFARI RALLY

Heat and dust in Kenya

DEREK WARWICK

Concord across the Channel

MONZA 1000 KM



NOUGHT TO NAUGHTY NAUGHTY IN 8·5 SECS.

Most of us need reminding the speed limit on ordinary roads is still 60 mph.

Astra GTE owners especially.

Under the bonnet, a 1.8 litre engine with Bosch LE Jetronic fuel injection produces 115 bhp.

Allied to a 5 speed gearbox, it takes the car from 0 to 60 in just 8.5 seconds.

And reaches a top speed of 116 mph.

That's a lot of power for the rest of the car to live up to. But live up, it most certainly does.

The GTE boasts a suspension that incorporates anti-roll bars, uprated springs and gas pre-loaded shock absorbers.

The limpet-like road holding is aided and abetted by ultra low profile tyres on 5½" alloy wheels.

Its ventilated front disc brakes received top marks in a Group Test report by Motor Magazine.

Equipped though it obviously is for even the most enthusiastic of drivers, from the inside the GTE is a model of respectability.

There's thick carpeting, tinted windows and Recaro front seats. Plus a radio/stereo cassette player complete with four speakers.

As for the dashboard, Motor Magazine remarked, 'the Astra's display wins by a mile, both aesthetically and functionally.'

With all that going for it, how can anyone accuse the GTE of being naughty?

On the contrary. It seems to us to be setting a perfect example.

PERFORMANCE FIGURES FROM MOTOR MAGAZINE

BACKED BY THE WORLDWIDE RESOURCES OF GENERAL MOTORS

VAUXHALL ASTRA GTE.

Better. By Design.

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Y. Arthus-Bertrand,
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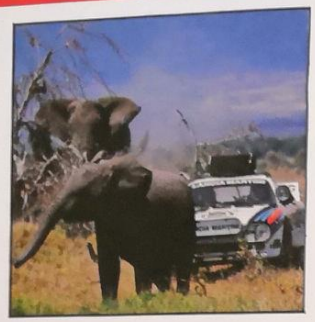

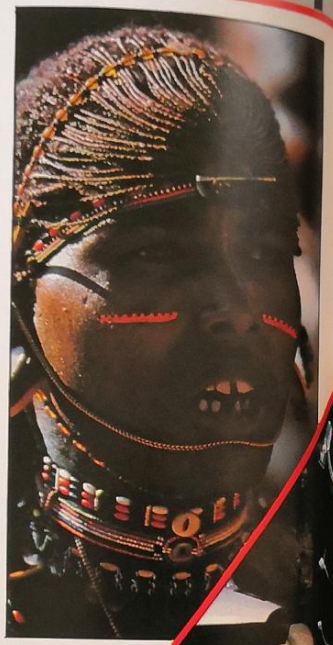

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GRAFFITI

Keith Botsford continues to turn loose his pen on the world of F1. Love, laughter and a few bites along the way.

PAGE 8

PADDOCKS

The last two weeks latest news, with some reassuring ones about Ghinzani.

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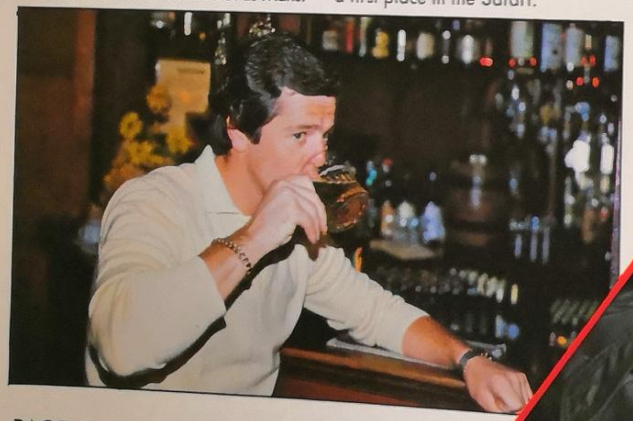
THIRD DEGREE

It's Jurgen Barth's turn to submit to the third degree. The main theme being, needless to say, the absence of works Porsches from the 24 Hours at Le Mans.



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NO COUNTRY YOKEL

Derek Warwick did not leave Toleman without some regrets, after four years of hard and loyal service. But Renault offers him something the English team never did: the chance to win and be well rewarded for his efforts, past and present.

PAGE 22

SAFARI RALLY

Without doubt the most scenic (cast an eye over our photographs) and certainly the most desirable victory in the world's rallies. Not here the groupies, stars and tourists of the Paris-Dakar: rather, a handful of men who have been studying the Kenyan dirt tracks for months and who know the price of a first place in the Safari.

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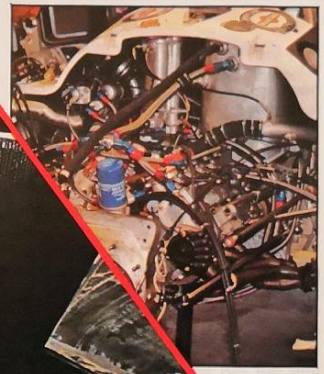
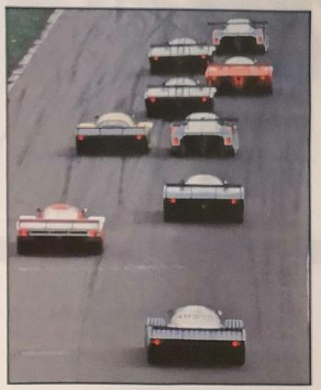
1000 KM OF MONZA

Back to school for Group C. With, as usual, a few Lancias isolated among a pack of Porsches. A certain impression of 'Déjà vu'. What's become of the good old days?





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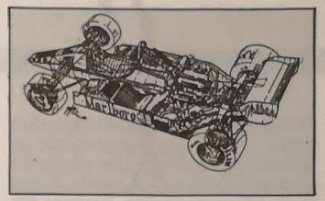
THE PASSENGER

His name is T., he is a driver in F1. We met someone, purely by chance, who knows him well and was willing to talk about him. A strange article, a voyage inside an F1 driver.

PAGE 92

TECHNICAL EYE

You have not failed to notice the McLaren MP4/2-TAG, which has so dominated the start of this season. It certainly merits a closer look...



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FLIGHT PATHS

Philippe Alliot and François Hesnault have followed very different paths. One has made his way up the ladder of success more quickly than the other. Yet here they are on the same rung: both starting out in F1.

PAGE 100

POST SCRIPTUM

You seem to have buried the hatchet between pro and anti Grand Prix. Which lets you talk about other things.

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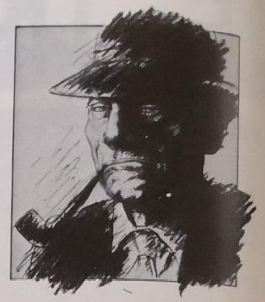
COMING UP IN GPI...

Graffiti



by Keith Botsford

You know, I was saying to a friend in South Africa, I'll feel a certain sorrow when Kyalami vanishes from the scene - as vanish it must. Crowds down, fewer sausages sizzling, less beer, the local economy in a trauma: hell, if a servant costs 100 rand (they live well down there - as she found out in the hairdressing salon, turning herself briefly blonde, the blonder the better, they said), fifty just to get in is a bit steep. Sorrow will derive from a certain quaintness about the place. Like a bit of Old England, tudor mock-timbers and all, just plopped down on the veldt.

But if anyone misses the Kyalami Ranch (which is where most of the Family stays) I'll be roundly surprised. If you order a coke, your chances of getting it before the Ice Cap melts are few. The rooms are as primitive as the Dinosaur Motel outside of Phoenix which was built in the Pleistocene Era to catch Dust Bowl couples on their way to Hollywood. And the bite put on all and sundry had gone up from 30 rands a few years back to 150. No bargain. Still, it is a traditional venue. Nothing, for instance, could be more traditional than a certain drag *artiste* who appears annually and wanly to cavort in the Ranch's "night club" (for fun you've got mangy lions, snakes, the gold mines, Soweto or *him*). Annually, he assures all and sundry, in the accents of Jean Harlow, that he's off to Vegas; annually he reappears, re-slinks, re-semi-strips: "Ah *non.*" said M. Forghieri of Ferrari, "Not this again! He's older than I am, *and* he's been coming here longer!". For that matter, I might add that one evening in the Ferrari camp, usually a paragon of virtue, discipline and sobriety, a mechanic appeared in full fig: B-cup made of egg-shell or God knows what, white skirt and hula-hula gestures. It was all slightly droll: and not the sort of fashion we would like to see take hold in F1. Not unless Benetton wants to get into the business of supplying wandering transvestites.

Still... I have images of the place in my head. For instance, it's the one venue for ping-pong. There were Patrese and Cheever after the race having a right old bash with the little celluloid ball, Cheever with a wicked backhand, full of brio and flash (not always accurate) and Patrese rather more dogged and

THEY DISBELIEVE IN THE CABLES AND THINK IF THEY YELL LOUDLY THEY'LL BE HEARD IN MILAN

defensive. It was there, for instance, that we all found out that Mansour Ojjeh, the TAGman, and Frank Williams super-supporter, had as much class at that little game as the drivers. Nay, I'm told wiped the floor with them. But then they played well into the African night, which the Ranch's forty-watt bulbs do not do much to dispel. Speaking of nights, anyone would have been amused by the great darkness that fell over the Longiness-Olivetti combine during the Kyalami race. The sight of scribes, by now used to exact lap placings, inquiring of the heavens who was leading and what lap Prost was on, provided a source of mirth for all. The fact was that the usually impeccable computers developed a queer glitch that made the computers fall a dozen laps behind, variously put Tambay in the lead, Prost a lap behind, Baldi in the lead and... Well, even the super lap-lady (lap-*chart* lady) Anne Boisnard, ex-Renault and now McLaren, got lost. It confirms my theory that if an error is introduced into a computer, it is perpetuated, which is what happens, after all, when you read certain newspapers or record books. Take that canard, for instance, that in the journalist's race at Rio (one newshawk with one F1 driver - except those drivers who have ties with another tobacco company) there were only two things that truly mattered: one that Peter Windsor of *Autocar* should be put off at the first corner (for taking the race too seriously) and that Yorn Pugmeister of Germany drove his car into the pit wall by inadvertence (in fact it was Manfred Winkelhock who gave him the old handbrake and wheel-grab routine). The real truth is that it was won by José Rosinski of France because he wanted a free trip to Rio. Will that be on the record? Personally, I would have been happier if an Italian won it. Keep'em out of the press room, I say. Like the Argentines, they have a special telephone technique. They disbelieve in the cables and think if they yell loudly enough they'll be heard in Milan and back at the local tratt.

"NONSENSE, MY BOY. THIS IS F1. THERE ARE RULES, BUT NOBODY REALLY WORRIES ABOUT THEM."

The prize for modesty at Kyalami, however, goes to the amiable Thierry Boutsen. We were loitering about the control tower when Ghinzani's fireball went up in the air and when I sweated back up from the track, Thierry was still there in jeans and a Young Ronnie Reagan sort of checked western shirt. Said I: *"Hadn't you better go and get dressed? All fireballs have a silver lining, you get to race you lucky boy!"*. He said: *"Really? Aren't there rules about that sort of thing?"*. *"Nonsense, my boy"*, I answered. *"This is F1. There are rules, but nobody really worries about them"*. And indeed, the rules were waived, which makes one think that sometimes it's the administrators who should be waived.

"BUT NO, I HAD NO INTENTION OF REALLY HURTING HIM, BUT HE WAS BEING SUCH AN IDIOT!"

Topics of conversation were not lacking down there in South Africa: there was the appearance of certain members of the McLaren team after a 24-hour victory celebration. One member of the group had a rather nasty abrasion on his upper cheekbone which he explained as being the result of intercourse with a telephone in the middle of the night: failing to mention that he had to grab the phone before *she* did, since you never know who might be on the other end of the line. Then there were anecdotes tossed about in the Alfa team. One had it that the portly Engineer Chiti who runs Autodelta was once so incensed with a demurring engineer that he whipped out a pistol and shot past him. As this story was not told by an Italian or in Autosprint, it may even be true, but I have yet to see the bullet allegedly lodged in the woodwork. Chiti is supposed to have said: *"But no, I had no intention of really hurting him, but he was being such an idiot!"*. My old friend, now dead, the Spanish exile Max Aub wrote a whole book called *Crimenes Ejemplares* which was about perfectly good reasons for taking someone else's life, like: "It was a quarter past one in the morning, it was cold and the driver of the bus said it wasn't his fault there hadn't been a bus for an hour. Of course it was".

Last year I had a delightful evening with Chiti, arriving late one evening in Milan and being invited, almost on arrival, to a meal at the splendid *Da Aymo* in Settimo Borghese. A little worried that I might be taking the great man's time and he was just being nice, I said, *"But really, Ingegniere, it's not necessary for you to take me to dinner"*. *"You are quite wrong,"* said he, *"if I go home, they won't feed me at all. They want me to lose weight and the only chance I get to eat is when somebody like you comes along"*. Finally, on Chiti, another story going the rounds has it that when Alfa was about to embark on its new turbo engine, Chiti asked, *"How many cylinders in the BMW?" "Four." "How many in the Ferrari?" "Six". "Okay, eight cylinders."* Apocryphal no doubt.

Since we're in Italy for the moment, imagine an Italian reporter on Copacabana Beach. Before him stands a cocoanut vendor with prominently dyed blond hair, no moustache and a fishy air. *"Dio Mio!"* says our interpid reporter, *"It is Biggs? It is De Lorean? It is Ing. Ferrari?" "Get stuffed"* is the reply. *"Stuffed? What is that?" "Bugger off!" "Ma, parla Inglese* (he speaks English)!" he thinks. Very slowly. I must be nice to him. *"Um Coco, faca favor." "I'll cocoanut you."* The result would be the kind of story that runs round in F1: *"Persistent investigations (you note, he didn't even get a cocoanut) have revealed that Lord Lucan is in hiding in Brazil. We have established that his ex-secretary has disappeared from his English office (she is in fact skiing in the Megève) and that the doctor who signed his death certificate has himself died under mysterious circumstances (of a surfeit of Burger Kings)."* I bring this up because the funniest running joke in Kyalami was the number of Italian journalists who sidled up to me and said: *"Is there something in this? That Colin Chapman is alive and well in Rio?"*

To close on a note of mixed melancholy and hilarity, I went to Zolder to see the new Villeneuve memorial inaugurated. I say in my defense that I am not given to hagiography (i.e. the writing-up on people into sainthood), but I was not alone in thinking the monument itself and its placing to be in questionable taste: at the entrance to pit lane. I was met at the hotel nearby by Patrick Head of Williams who said: *"Why there, for God's sake? Who wants to drive into pit lane and think the worst?"* What was more amusing was the lunch afterwards, an affair of immense length and solemnity, speeches and such-like. Patrick Tambay was between the Canadian Ambassador and some high-ranking general or admiral. *"Oh, you mean the chap with all the rope on his clothes,"* said the irrepressible and irreverent Warwick. It was one of those occasions where good memories mix with ill. I have no Gilles stories to retail, just a memory of thrilling drives, madness and sheer, indissoluble energy. Patrick said: *"People underestimate Gilles outside of driving. He had an uncanny gift with music."* All I know is, he was a musical driver. But by then both Patrick and Derek were into a *cuisine nouvelle* dinner, which means high-class starvation.

Finally, since no reader has written in to complain of my vocabulary, I conclude that the great advantage of writing a column like this is that if someone doesn't understand it, they are too smart to admit it. □

GPI's LONDON MOVE

With effect from this edition, the administrative and advertising offices of GRAND PRIX INTERNATIONAL in London have moved. Our new UK headquarters are at 50 Lombard Road, London SW11 3SU, with a new telephone number of 01-228 9800. Our telex number remains as before.
Readers and contributors are required to note the new address, but all communications regarding subscriptions should continue to be sent to our distributor, whose address (which can be found at the back of this edition) is unchanged.

TOLEMAN TRIALS

The first example of the heavily revised Toleman-Hart F1 turbo-car, dubbed the TG184 (and exclusively previewed in GPI 77), has had an unhappy debut in early testing. Repeated loss of turbo boost pressure has handicapped the new car's first, secret appearances at Brands Hatch, Zolder and Silverstone, and there are some doubts that it will be seen in public until the San Marino GP at Imola next month, or possibly even later.
The most important problem seems to be in the turbocharger installation, which has been changed from the previous model as the result of some revisions to the exhaust system. Engine builder Brian Hart, who is unable to get suitable high-speed compressor units from Garrett or KKK, is very grateful to the Huddersfield-based Holset company for its co-operation, but he admits that the production-based Holset turbos are being greatly overstressed in a racing application.

WATTIE'S PORSCHE HOPES

Having tested a Porsche 956 sports car last month at Ricard for the factory team, it was a disappointed John Watson who learned of the withdrawal of the Rothmans cars from June's Le Mans 24 Hour race. *"It was obviously a set-back"*, commanted Wattie drily when we contacted him, *"but I think it must have been an even greater shock for Derek Bell, who was aiming for a fourth Le Mans victory and hoping to get a knighthood."*
Watson emphasised that he had not yet signed any firm contract with Porsche, so (like Vern Schuppan and Hurley Haywood) he is not affected by the Le Mans "ban" imposed by racing manager Peter Falk on regular team members Jacky Ickx, Derek Bell, Jochen Mass and Stefan Bellof.
But Wattie insists that he is not interested in racing with a private team at the Le Mans or, indeed, in any other branch of the sport. *"This is a year when I shall be treading water,"* he says: *"I think that I can afford to wait for 1985."*

THE BALESTRE CASE

Contrary to rumours which had been circulating of late, both the publishers and Jean-Pierre Dubreuil, author of "Des Bolides en Or", have seen action brought against them by lawyers representing the FIA and Jean-Marie Balestre. They are charged with serious libel, false allegations, denigration and wilful intent. They are scheduled to appear in Paris High Court on the 13th of June 1984. A second case will be brought in London, as soon as Bernie Ecclestone has procured an English edition, which is necessary evidence in the British courts.
One of the book's "hot spots" concerns a cheque which Jean-Marie Balestre received from FOCA. It would now seem that the monies in question were a percentage of television rights which FOCA is obliged to pay to FISA. The cheque received by Jean-Marie Balestre would have been deposited into FISA's account.

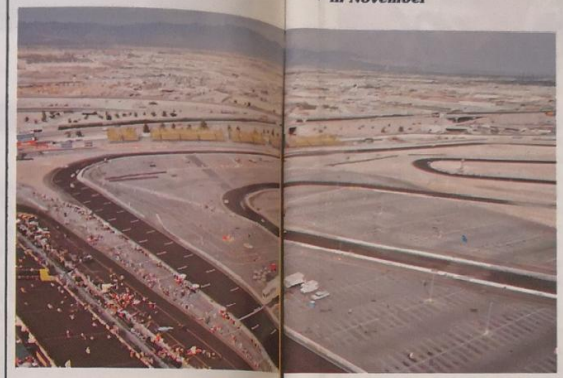
Jean-Marie Balestre

GIANT SCREEN

The giant screen from Diamond Vision-Mitsubishi, which so delighted the spectators at last year's European Grand Prix at Brands Hatch, will be back on the circuits at the San Marino Grand Prix at Imola. It will be set up at Tosa, the fast left-hander after the stands.

LAS VEGAS O.K.

For a long time there have been doubts regarding the organisation of the Caesars Palace Grand Prix, which should be the closing race in November of the 1984 CART season. It would appear that their first CART race, run last autumn, was not found entirely satisfactory by the hotel's directors. The reasons being not a falling off in the number of spectators in relation to the numbers that had been attracted in the past by F1, but the lack of "heavy players" who used to come attracted by the world championship which was at stake. They failed to make their appearance for what was, after all, only a national test. Caesars Palace, however, was hoping to attract to its casinos the great gamblers of the world, as it usually does when organising exceptional sporting events. CART therefore announced two weeks ago that it was taking over the organisation of the race, and that Caesars Palace no longer had any involvement. The race will be held on the hotel's parking lot and will be known from now on as the "Las Vegas Grand Prix".



Toleman TG184-Hart: first tests at Zolder

Las Vegas: a second CART race in November

MOBILE CAMERAS

For a long time, now, Bernie Ecclestone has wanted to equip F1 cars with television cameras which would transmit Grands Prix live, as if you were there. Italian television RAI would like to see such a project realised, as quickly as the Italian Grand Prix at Monza. It is therefore in negotiations with FOCA, declaring that it can take care of all technical aspects of such a transmission. It had already done so last year at Le Mans, on the Lancia of Andruet-Nannini-Barilla.

HUNGARY GETS SERIOUS

An indication that the Hungarian authorities are seriously interested in staging the socialist world's first F1 Grand Prix race has come through via FISA. Some provisional plans for a circuit in Budapest have recently been submitted to Derek Ongaro, the FISA circuit safety official, in anticipation of the Hungarian Grand Prix due to take place at the end of next season. Situated in the Nepliget (people's park) on the Pest side of the city, the 3.76 mile circuit winds its way through parkland rather than city streets. There appear to be good facilities nearby for parking, etc, since the track will be located next to the famous Ferencvaros soccer stadium.
"It is most unlikely that the final circuit will bear much similarity to the provisional plans," warns Ongaro. *"There is a problem with a railway line that crosses the track on one of the proposed corners, and we don't think that the pits are situated in a suitably safe place."*

FIORIO AND PORSCHE

Cesare Fiorio, team manager at Lancia, had the following comments to make about Porsche's not entering the next 24 Hours at Le Mans : *"It's a warning which the authorities who control the sport would do well to heed. The manufacturers want the regulations to be respected.*
What we want is to be able to control the escalation of power. If we have to start building cars that develop 1000 horsepower, we will abstain from taking part in the championship. In the meantime, I have nothing against prototypes from the States and IMSA regulations. But I'm watching what shapes up for 1985..."

BERNIE'S TROPHY

Bernie Ecclestone has just created a trophy, bearing his name, intended to reward the national federation whose drivers will have marked the most points in a season of F1. Italy and France are favourites in view of the great number of drivers from both of those countries. A French victory could be a spicy one: if only for the pleasure of seeing Bernie present Jean-Marie Balestre, president of FFSA, with the Ecclestone trophy.

PROST'S DASH

In the confusion which occured at the start of the South African Grand Prix, several readers have asked us to clarify whether or not Alain Prost should have been permitted to start the race following the fuel pump problem which immobilised his McLaren shortly before the start. As history records, Alain started the race in Niki Lauda's spare car, "just for fun", and finished a fabulous 2nd, behind his Austrian team mate.
Prost was, indeed, entitled to take over the team's spare car, but he should have driven it to the end of the pit lane and waited there for the race to start. However, the gate at the end of the pit lane which is normally kept shut while the grid is assembled, had been opened to allow Prost's crippled car to be wheeled back into the paddock, so the Frenchman had completed one unauthorised formation lap before he could be stopped.
It was at this point that good fortune came to Prost's aid, for the start had to be abandoned due to problems with the cars of Mansell and Alliot. And when at last the second start was given, Prost was waiting at the end of the pit lane to be allowed into the race once the entire field had accelerated past him.

SUBLIMATION

The leap of faith has been made. This issue, number six in the new format of Grand Prix International, has a "rallies" cover. We had expected to agonise over the decision, but in fact it proved to be a perfectly natural one. The importance of the choice had been so thoroughly deliberated that its execution had the feeling of a belated deflowering. Our inaugural cover of last February 16th - Emerson Fittipaldi in a Spirit during the Rio tests — was the product of a last-minute change of heart. Our original choice had been an Audi Quattro sliding on snow at Monte Carlo. The films were done, ready to go to the printer's. At the eleventh hour, caught up in the mad rush of the year's first deadline, we got scared. No doubt the fear of a commercial failure had us spooked. We turned our coats and gave in to artifice: creating an event out of hardly anything.
Today, the context has changed. It never occured to us to build a cover around Derek Warwick's Formula 1. Because the readers who have been with us from our beginnings are grown up now, and we are discovering, all of us together, the variety of charms which top-level world-wide motor racing affords us. Our treatment of the Portuguese rally won your votes, our report on Long Beach CART swept away any reticence you might have had. Proof that Formula 1 is no longer alone in the world. Just as a queen must have subjects in order to justify her title, when they are satisfied, then the entire government is strengthened.
Between a Brabham-BMW tearing off a pole position in a fury of power and a Lancia 037 bouncing from bump to hole on a far-flung dirt track, the similarities could seem artificial. There is one, however, about which no discussion is possible: the sublimation of the man. Between two steel guardrails, near an escaped giraffe, the setting is ultimately of little importance. It disappears, replaced by the action. For Nelson Piquet and Markku Alen, the motivating force is the same: reach the extreme limit of human potential, while ever expanding on the possibilities of the car. An exploit made all the more beautiful by the fact that common mortals fail to understand it...

FORMULA 1: THE SAGA OF WEIGHTS CONTINUES

FISA's official engineer, Gabriele Cadringher, explained in last issue's "Third Degree" column that the notion of "dry" weight in a Formula 1 car no longer existed. The only relevant weight is that of the car as it finishes the race. Our colleague Girogio Piola has prepared a graphic representation for us showing the variety of possible configurations according to the cars' actual weights. One might note with interest that, while we were interviewing Mr. Cadringher, he made us an impromptu sketch which was nearly identical. He did not demonstrate as clearly as Piola does, however, the hypothesis that at a given point in the race a normaly aspirated car could be well beneath the reglementary weight of 540 kilos.

Example one (blue lines)

A monocoque with a turbocharged engine has a regulation empty weight of 540 kilos. At the starting line, with 220 litres of fuel (that is, 190 kilos) it weighs 730 kilos. Halfway through the race, when it stops to change tyres, it weighs 635 kilos (540 kilos plus one half of 190 kilos). At the end of the race, when all of the fuel has been used, it weighs 540 kilos, plus the weight of whatever fuel it has remaining, and is declared in accordance with the regulations.

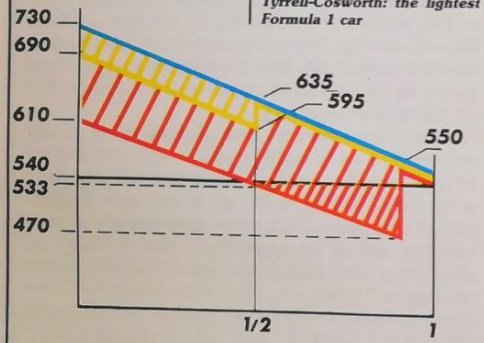
Example two (yellow lines)

Again, a monocoque with turbocharged engine, this time with an empty weight of only 500 kilos thanks to a super-sophisticated chassis. On the starting line, with 220 litres of fuel, as before 190 kilos, it weighs 690 kilos. Halfway through the race, when it makes its pit stop for new tyres, it weighs only 595 kilos (500 kilos plus half of 190 kilos) but it then takes on 40 litres of water before going back out onto the track. At the end of the race, having used up all of its fuel, it weighs 540 kilos plus the weight, of the several litres of fuel it has left, and is declared in accordance with the regulations. Its weight is then 500 kilos empty, plus 40 kilos of water. In relation to the first example, the savings in weight, concentrated during the first half of the race, is illustrated by the yellow area.

Example three (red lines)

A normally aspirated car with a Cosworth engine weighs 455 kilos empty. On the starting line, with 180 litres of fuel, that is to say 155 kilos (normally aspirated cars use less fuel than turbos), it weighs 610 kilos. Halfway through the race, making no pit stop, it weighs 533 kilos (455 kilos plus one half of 155 kilos). With each passing lap, the car's weight goes down and strays further and further from the legal minimum of 540 kilos. A few laps before the finish, it makes a pit stop. Its' approximate weight at this point is about 470 kilos (if at that moment it has 18 litres of fuel left). To avoid being disqualified at the end of the race, the car needs to take on 85 kilos, which could be made up of 55 kilos of water, the remaining 30 coming from a change of tyres, these being mounted on wheels which are 7,5 kilos heavier than those the car originally went out with. At the end of the race, therefore, its weight is legal, made up of the following elements: 455 kilos base car weight, 55 kilos of water, 30 kilos of wheels and the weight created by whatever fuel remains in the tanks.

When compared with our second example - and going back to our first one - the gain in weight is tremendous. It is in vigour for most of the race, with the exception of the last few laps, after the car has made its pit stop, and is indicated on our diagram by the red zone. The denser red zone illustrates the period during which the car is beneath the minimum weight; that is to say, during nearly half of the Grand Prix. Which is to say it is taking a serious risk, if one imagines the scenario in which the car does not finish for whatever reason but FISA - which has the power to do so - decides to weigh it at the end of the race and discovers only 470 kilos. That alone would be cause to exclude the non-regulation competitor from the world championship. That is reason enough for such a case, while technically quite possible, to remain far-fetched. The Tyrrells, thought to have a "dry" weight of 455 kilos, did not make any end-of-race pit stops, neither in Rio nor in Kyalami. The general opinion is that they start with a weight of 640 kilos (485 kilos empty and 155 kilos of fuel), which keeps their dangerous zone to an absolute minimum. At Kyalami, the Tyrrells came into the pits at two thirds of the race, which presumes they spent only a very few laps flirting with the legal weight limit and then took on roughly sixty kilos of ballast.



Tyrrell-Cosworth: the lightest Formula 1 car

Philippe Alliot / RAM-Hart

ALLIOT'S BIG FINE

The 1984 season has not started encouragingly for John Macdonald's Ram team, and the troubles began early for Ram driver Philippe Alliot on his first visit to South Africa.

The Frenchman had only completed a couple of laps in the untimed Thursday morning practice session when his Hart engine stopped without warning. Since the team does not yet have a third car to use as a spare, Alliot coasted to a halt at a point on the circuit where his presence might be considered to be dangerous. Evidently he hoped that practice would be halted so that his car could be towed to the pits.

Asked by Marshals to allow the car to be pushed to safety, Alliot stayed in the cockpit with his foot firmly on the brakes. The South African race officials, distinctly unimpressed with his intransigeance, continued with the session - and later imposed a 3000 dollar fine on the Frenchman.

JARIER SENTENCED

The day before the Italian Grand Prix of 1981, in Monza, Jean-Pierre Jarier, driving his Porsche, had hit a ten year old boy, Alberto Farina, who was riding home on his bicycle. The child was unfortunately to die as a result of injuries he sustained. The court in Monza has sentenced the French driver to a suspended seven month prison term and to a seven month suspension of his drivers license. Jarier's counsel had proposed in his defense that the road was very badly lit at the site of the accident and that Jarier had done everything in his power to avoid the accident. The court maintained that Jarier had been driving at a speed considered to be excessive.

ARROWS-BMW FOR ZOLDER... MAYBE

The long-awaited Arrows-BMW A7, which will bring the total of BMW-powered marques in Formula 1 to three, has already been tested at Dunington Park in England and in Dijon in France. But when this issue of GPI went to press it had still not been decided whether both Marc Surer and Thierry Boutsen would have their new turbocars available for this weekend's Belgian GP at Zolder.

"The problem is engines," explained Arrows team manager Alan Rees. *"We had four engines when the first of the new cars went to Dijon, and we are hoping to have a total of seven or eight available by the end of the month."*

In order to save both time and money, Arrows designer Dave Wass has chosen not to make the new car entirely from carbon fibre. The A7's chassis is basically an aluminium honeycomb structure, very similar to its effective Cosworth-engined predecessor, the A6, with some of the internal panels moulded in carbon fibre. Wass believes that there may be a slight weight handicap with rival designs, but torsional rigidity is not compromised.

The first day's testing of the A7 at Donington Park, with Surer driving, was wet. On the second (dry) day, Boutsen set a time of 57,7 seconds, which is less than two seconds slower than the unofficial circuit record, held by Piquet in the Brabham-BMW.

GHINZANI AT ZOLDER

Piercarlo Ghinzani could be back in action as early as the Belgian Grand Prix at Zolder. The decision rests finally with doctors, but the Italian driver feels fit and ready to drive again in spite of the pain caused by the healing of the burns suffered on his left hand. If the doctors give him the green light to race at Zolder, he would conduct preliminary tests on a new Osella FAIF at Balocco, Alfa Romeo's test track. If he cannot race, he will be replaced by the Austrian Gartner at Zolder. Gartner was slated to drive a second Osella beginning with the San Marino Grand Prix. The annihilation of the FAIF-01 at Kyalami could change those plans somewhat, Osella being uncertain that it can have a second chassis ready in time. Regarding the Kyalami accident, Ghinzani remembers only a sudden oversteer in a fast corner, to be sure, but one which does not normally give rise to problems for the drivers. He cannot say whether the shunt was the result of a personal error, a puncture or a mechanical problem. For his part, Enzo Osella tends to eliminate the theory of a part shearing off, and FISA's report supports him in that position.

Piercarlo Ghinzani

THIERRY WAS 9TH:

We recognise that FISA officials are an easy target for criticism, but we think that they deserve to be severely scolded for their refusal to accept their responsibilities towards a competitor, Thierry Boutsen, after the South Africa GP.

Despite being outclassed by the much more powerful turbos, Boutsen ran a fine, consistent race at Kyalami with his Cosworth-engined Barclay-Arrows A6. But although he had decided to run non-stop, curiously he was classified 13th in the provisional results, four places behind his team mate Marc Surer (who had stopped for fresh rubber). Arrows chief Jack Oliver, whose lap chart showed that Surer had never passed Boutsen in the race, decided to consult the official Longines-Olivetti timing system to see what had gone wrong. And as Caspar Arnett of Longines reported, a mistake had been inadvertently made. "For some reason our records showed that Boutsen had completed 72 laps," said Arnett. "Unfortunately, when this error was corrected, we also removed lap 71 — which he completed — from the record. It was our mistake, and it meant the difference between 9th place and 13th place to Boutsen and to Arrows."

As official time-keeper, Longines immediately reported the mistake to FISA. But a FISA official refused to accept the change until it had been done, Arnett re-submitted his report to the FISA officials. Several minutes later it was returned to him. "Unfortunately, your protest has been rejected," said FISA's John Corsmidt, "because it was submitted one minute after the 60 minute deadline allowed for protests."

The Longines men are still utterly perplexed by the peculiar FISA logic which sugests that the time-keeper can protest his own results. But, as Arnett says, "the most extraordinary thing is that everyone knows that Boutsen finished 9th, we can prove it with our electronic system, yet it seems that FISA is too lazy to take any notice."

EX-F1 MEN FOR INDY

Hoping to make their debut next month in the Indianapolis "500" — the longest and most famous single-seater race in the world — are two of the "passed over" F1 drivers who featured in GPI 77. Kenny Acheson of Coockston, Nothern Ireland, and Raul Boesel of Curitiba, Brazil (and both formerly with John Macdonald's RAM March F1 team) will be attempting to qualify on this most difficult of all banked speedway circuits on almost their first encounter with their turbocharged 800 horsepower cars.

Acheson seems to have landed on his feet with his team, Chicago-based Bill Hall Racing, and will be testing team owner Hall's 1983-model Lola T700 before official Indy qualifying. He well then switch to a brand new Lola T800, identical to the car with which Mario Andretti won the first CART race of the '84 season at Long Beach earlier this month.

In charge of the Hall team at Indy will be Kenny's former associate Paul Owens, who has a career in racing which includes long periods with Chevron and Maurer in Formula 2. Owens was briefly appointed team manager of the ATS-BMW. Grand Prix team this year, until he was informed (shortly before the Brazilian GP) that he would be expected to pay his own expenses.

Boesel, who last raced at the end of 1983, with Ligier, will have a March 84C run by Roman Kusman, a familiar Indy-car figure who was in charge of March spare part sales last year.

TOPS

Returning to Australia after 17 years in Britain and America is former Grand Prix driver Tim Schenken, 41, whose most successful season in F1 (with Brabham in 1971) netted him 5 championship points. Schenken has accepted an administrative position as motor racing manager of CAMS, the politically divided governing body of Australian motorsport.

When the entry list for this year's Indianapolis '500' closed on April 6, a record number of 112 competitors had applied for acceptance. Only 33 of them will be allowed to qualify for the race, which takes place on May 27.

An application has been sent to FISA for a Rome GP, using some of the eternal city's streets, for a world championship event which could take place in 1985. Circuit inspector Derek Ongaro will be reporting on the proposed venue after he has seen the circuit.

Driving his Honda-engined F2 March, Sweden's Stefan Johansson won round 2 of the Japanese Formula 2 championship at Fuji on April 15. "It was just like an F3 race," reports the Swede: "For almost the whole distance I was banging wheels with Satoru Nakajima, the former Japanese F2 champion."

In spite of fuel restrictions in national races, Brazilian motorsport continues to thrive thanks to a well-supported one-make series for Fiat 147 touring cars (the locally built version of the 127), running on home-grown alcohol fuel. Contracted drivers include ex-F1 men Chico Serra and Emerson Fittipaldi, who will race when there is no clash with his CART Indy-car commitments.

Speacking in Paris, FISA President Balestre has announced that there is no truth in the rumour that FISA proposes to forbid the suddenly fashionable F1 habit of chilling fuel to reduce its volume before it is put into the cars. In spite of his cool fuel, Renault driver Patrick Tambay has twice exhausted his 220-litre "ration" before the end of the first two GP races of the 1984 season.

The motorsport prestige of Scotland, which went into serious decline when triple world champion Jackie Stewart retired from racing in 1973, is enjoying (literally) a noble revival. With victories in the first three rounds of the Marlboro British Formula 3 championship, the series leader is Scots laird Johnny Dumfries, a genuine Earl with a title inherited from a long line of nobility.

MAURER IN F1

Willy Maurer, who has put aside for the moment his F2 team in order to look after the career of his protegé Stefan Bellof, intends to intensify his presence in F1. The German constructor declared recently: "Next year, the Maurer team will be on the scene in F1, either by taking over an existing team or by building our own car." Willy Maurer would like to get his hands on a BMW turbo, but it would seem that the men from Munich and Bellof have slightly strained relations since the Arrows affair. The other hypothesis would be an engine from TAG-Porsche, which should be available to buy at the end of the year.

MINARDI FOR FORMULA 1?

The Italian team of count Minardi, which has been active in Formula 2 for several seasons now, could, according to certain rumours, be preparing to sally forth into Formula 1. The engineer Giacomo Caliri (ex-Ferrari, who then went on to set up the Fly Studio in Modena) who is responsible for the design and execution of the Minardi F2s, says that the first chassis could be ready in June if the size of the team, too small at the moment, were increased. Using the Alfa Romeo Autodelta V8 Turbo engine, similar to

Maurer F2

those currently used by Alfa Romeo-Euroracing and Osella, the future Minardi F1 could become the drive of Alessandro Nannini, who drives for Minardi in F2, and it is possible that it will race in a Grand Prix this season before embarking on a long program of testing. The point of this first thrust being, of course, to catch the interest of a sponsor in view of a full season in 1985.

ZOLDER: PIQUET ON TOP

There was private testing at Zolder on the 12th and 13th of April, in anticipation of the Belgian Grand Prix to be held there this weekend. The star of these two days was the new Toleman TG184-Hart, of which we had published a drawing in the Cockpits section of our Kyalami issue.
Ayrton Senna, who had previously had only 10 laps with the car around the "Club" circuit at Brands Hatch, got to work immediately setting the car up. On the technical side, note four radiators, two at the outside of the sidepods and two at the rear, against the coque. Their purpose is to keep the HART engine from running at high temperatures, a condition it particularly dislikes. Other

Minardi F2

news from these tests: a newly designed front suspension for the Ligier JS23, invisible to the naked eye as it uses the same wishbones as the previous model. According to Andrea de Cesaris, the handling of the car is greatly improved.
The times: Piquet (Brabham-BMW), 1.16''9, Mansell (Lotus-Renault), 1.18''1, Prost (McLaren-TAG), 1.18''5, Warwick (Renault), 1.18''6, de Cesaris (Ligier-Renault), 1.19''3, Lauda (McLaren-TAG), 1.19''4, Rosberg (Williams-Honda), 1.19''8, Tambay (Renault), 1.20''7, Bellof (Tyrrell-Cosworth), 1.21''3, Senna (Toleman-Hart) and Laffite (Williams-Honda), 1.21''8, Brundle (Tyrrell-Cosworth), 1.21''9, Alliot (Ram-Hart), 1.23''3,

IMSA FOR BALLABIO

Lacking the super-licence which would have allowed him to race with the Spirit team in Formula One, Fulvio Ballabio has found a new home at the heart of the Moretti team in IMSA.
The Milanese driver will drive the Momo-Cosworth with Giampiero Moretti and the Argentinian Oscar Larrauri. He has not, however, given up all hopes of returning to F1.

A MERCEDES FOR NIKI

During all the years he has been coming to Kyalami, Niki Lauda has been trying (in vain!) to get the local Mercedes-Benz dealer to lend him a free car for the duration of his stay in South Africa. Thanks to perseverance and diplomacy, he was successful this year and for all his comings and goings had a magnificent bronze-coloured 500 SEL. Thursday morning, Willi Dungl, Niki's Austrian healer-extraordinaire, borrowed the car to go to market, there to stock up on the ingredients necessary for preparing the concoctions which transform Lauda into the brilliant driver and chatty individual we all know. Willi parked the car on a slope nearby the supermarket only to discover upon his return that, thanks to a poorly tightened handbrake, the car had slipped down the slope, jumped a kerb and finished its solitary excursion in the window of a neighbouring shop. Will Lauda have a Mercedes lent to him at next year's South African Grand Prix?

A LANCIA FOR SUNDSTROM

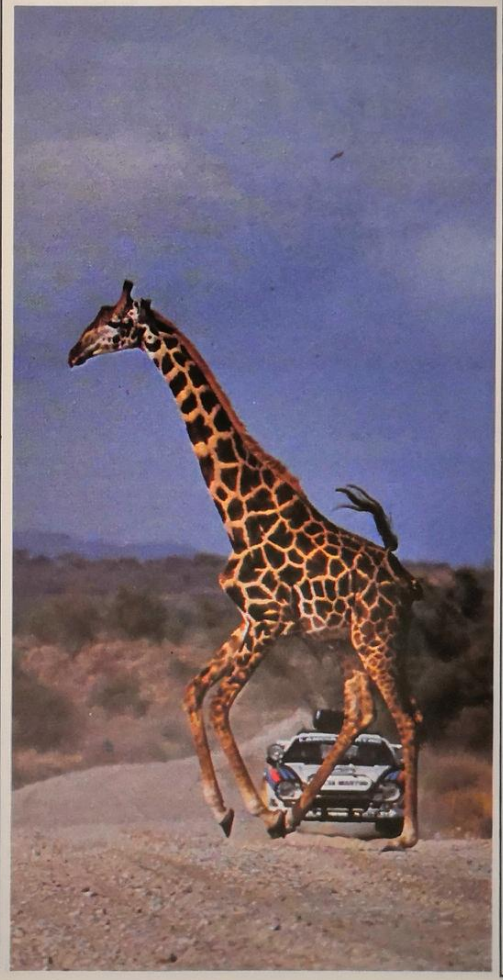
The Finnish driver Mikael Sundstrom, one of the rising stars in his country, has acquired a Lancia 037 which he will be driving in the 1000 Lakes Rally at the end of August. The terrain at 1000 Lakes will also be the site, in private, of testing of the new 4 wheel drive Lancia by Markku Alen. Those tests are planned for this summer. Cesare Fiorio has denied that the car in question is the 4 × 4 Delta which appeared (in drawing form) in the Italian press.

AUDI AND CORSICA

The Audi Quattrosport will in fact be at the Corsican Rally next week, but one model only will appear, by Walter Röhrl. With its turbo pressure set to 1.6, it will develop 400 horsepower, which should be more than adequate. Stig Blomqvist will be driving a normal Quattro A2 and should be certain to mark some championship points. Röhrl will be looking to be as agressive as possible in order to fight off the Lancias and... the Peugeots. The third car will be driven by Bernard Darniche, having been put together by Fred Stalder's team in Ingolstadt.
The Quattrosport had problems in testing with the reaction time of the turbo and the power in low revs of the engine, which is being worked on frenetically at Audi. Röhrl, Mikkola, Blomqvist and Mouton will all be at the Acropolis at the end of may, but only one amongst them will have the new Audi.

NEWS ABOUT THE GOLF 2

The new Group A Volkswagen Golf GTI will not make its debut in Corsica, choosing instead the Acropolis Rally. Kalle Grundel, using the number zero, unofficially drove the car in the Saarland Rally. Had he been an official entrant, he would have finished third, with several best times to his credit.
The new Volkswagen has seen its official entry into the world championship delayed by problems with the fine-tuning of its power steering and by a weight which is considered to be too heavy. Grundel will be at the wheel of a normal Golf in Corsica.



1984 WORLD CHAMPIONSHIP/ ENDURANCE

For 1984, the Group C and Group C junior classes of 1983 will have a new official appellation: Group C1 prototypes and Group C2 prototypes.
The following classes of cars are officially eligible to mark points in the world championship of makes/endurance: C1, C2, B, GTP, GTX, GTO, GTU. The first three of these seven catagories are proper to FISA, the 1983 ex-C, junior and B (touring cars), whereas the latter four are IMSA categories. Our last issue's Paddocks gave details concerning the regulations governing the weight and cylinders of GTP/GTX, and we note otherwise that GTO covers GT cars over 2800cc, and GTU GT cars under 2800cc.
A constructor is no longer obliged to refer to his engine; indeed, the name of the chassis will now be cited first. Hence, what was in 1983 a Ford-Rondeau becomes in 1984 a Rondeau-Cosworth.
All of the seven categories of cars cited above are to have fuel tanks carrying a maximum of 100 litres. The amount of fuel allowed cars in the three FISA groups remains the same per race as in 1983, although there had been talk of a substantial reduction of this amount. Pit stops, which had been limited, will now be unlimited. This is what is known as global attribution of fuel, allowing each team to develop its own strategy for each particular race. The cars in the four IMSA categories will have the same global attribution of fuel as the FISA Group C1 and B, that is to say 600 litres for 1000 km races (with a maximum race time of 6 hours). The C2 (former C junior) have a global fuel attribution of 330 litres for these same races. Their fuel tanks were limited last year to only 55 litres.

24 Hours at Le Mans

The location of the cars' pedals must now be in accord with either the norms of Group C or those of IMSA. This had long been a subject of disagrrement between FISA and John Bishop's group, which, citing security reasons, demanded that constructors place pedals to the rear of the front wheel axle.
The weight of cars in Group C will now be 850 kilos (as against 800 kilos in 1983), while the C2 cars are maintained at last year's 700 kilos. Among the IMSA cars, the weights vary according to engine size, from 750 to 900 kilos. Contrary to GTP/GTX, both C1 and C2 classes are entirely free as regards their choice of engines and cylinders. The fuel regulations constitute the only moderating factor on the escalating power of the cars.

In 1985, however, the regulations governing fuel consumption will be completely abolished, FISA's executive committee having decided on March 12 in Lisbon that it would impose a control next season only on the capacity of the fuel tanks. All other technical specifications for next year's season are being studied by a group headed up by Pierre Aumonnier, president of FISA's endurance commission.

Calendar

1000 km. of Monza, April 23. 1000 km. of Silverstone (*), May 17. 24 Hours at Le Mans, June 17. 1000 km. of Nürburgring, July 15. 1000 km. of Brands Hatch (**), July 29. 1000 km. of Mosport, August 5. 1000 km. of Spa-Francorchamps, September 2. 1000 km. of Imola (**), September 16. 1000 km. of Mount Fuji, September 30. 1000 km. of Kyalami, December 1.
(*) Race sponsored by Grand Prix International.
(**) Race counting only for the European championship.

JURGEN BARTH

JÜRGEN BARTH'S OFFICIAL ROLE AT PORSCHE IS TO LOOK AFTER THE GERMAN MANUFACTURER'S MANY CLIENTS. A DELUXE PR MAN, IN A SENSE. UNOFFICIALLY, HOWEVER, HIS POWERS APPEAR TO EXTEND WELL BEYOND THE TRADITIONAL ROLE. DRIVER, ENGINEER, BARTH IS ALSO THE UNTITLED SPOKESMAN AT PORSCHE. MANFRED JANTKE IS INCREASINGLY LESS VISIBLE ON THE CIRCUITS. THIS 36 YEAR OLD GERMAN, WITH HIS SHORT, NEATLY CLIPPED BEARD, AT EASE IN ALL VARIETIES OF FUNCTIONS, WAS A LIKELY CHOICE FOR OUR COLUMN, EVEN MORE SO SINCE PORSCHE WORKS ENTRIES WILL BE ABSENT FROM THE LE MANS 24 HOURS.

interview by Xavier Chimits

Porsche is protesting the change in regulations and is boycotting only Le Mans. Why are you going after the ACO?
Constructors invest a great deal of money in motor sports. They need regulations with some stability. One gets the impression the organisers don't understand this necessity. Notably those at Le Mans, who a few years ago wanted to talk about fuel consumption in Endurance races, and have now done a complete about-face in order to attract the Americans. We don't have anything in particular against the ACO, other than its influence with the Federation. But we wanted to set an example, in order to remind the organisers that the constructors exist.

Porsche's reputation was, to a large part, made at the 24 Hours. Isn't it ingratitude to boycott Le Mans?
Not at all. Do you think we enjoy not going to Le Mans? Think of the history of Porsche these past few years: Indianapolis, CanAm, the 917, the 935, each time there were changes in regulations imposed without taking into account investments already made by the constructors, which forced us to reconsider our plans. The organisers each have a seat on FISA's endurance commission. We, the constructors, have only one. We've had enough of bearing the brunt of the instability of their legislation.

Who at Porsche made the decision not to come to Le Mans?
Management. We had nothing to say about it. We respect their decision.

Yes, but do you approve of it?
Absolutely, a reaction was needed.

Are Rothmans and your drivers sympathetic to your point of view?
Yes, although they regret, as we do, that it was necessary to boycott the race in order to be listened to.

The fact remains that you are the only ones to react. You tried to get Lancia to join you, and they politely refused.
Perhaps they were not as free to act as we were. We are lucky to be associated with a sponsor like Rothmans, who happen to understand our problems.

What budget does Rothmans give you for endurance?
I'd rather not answer that question.

Do you not think that your absence from Le Mans is making your rivals happy?
I can tell you that they share our point of view. But they don't all have the power to boycott Le Mans, which is the most important race of the season. We all got together at Monza. I'm telling you that it's not impossible for us to take action as a group, during a race, to remind organisers that motor racing doesn't exist without constructors, and that constructors need to be able to count on stable regulations.

What action would you take as a group? A strike?
No, but we can't let ourselves be had. The idea came up yesterday, we'll see what comes of it.

Endurance suffers from looking like a meeting of 'Club Porsche'. You were at Daytona, did you get the impression that IMSA's success lies in the fact that it's different?
O.K., they manage to get 90 cars on their starting grids. But as for the quality of the field... What you have to keep in mind for the spectacle is the number of cars which last long enough to cross the finish line. Who won at Sebring? A 935 that was five years old. The level of competition is superior in Group C. Giving free rein to engines while limiting fuel consumption, that's what can get constructors interested in running in Endurance.

When you say "we", who are you referring to? Constructors?
Yes, in liaison with sponsors, notably Rothmans; with organisers, FISA, and Motor Race Consultants, who have taken over the promotion of Group C.

Let me come back to IMSA. You introduced the 962 in the race at Daytona. What are your commercial projects in the United States?
I've sold four already, to Bruce Leven, Bob Akin, Al Holbert and Preston Henn. The first one, Leven's, left for America the day before yesterday. And I'm in contact with three other teams. Which means that we are going to start work on a second series of 962's. As far as the 956/1984 is concerned, I've sold six of them, one to Japan, two to Fitzpatrick, one to Brun, one to Jöst and one to Kremer.

Word has it that a 962 is twice as expensive as a March 84G.
The 962 costs 632.000 DM (about £96,600), like the 956. As for the March, I don't know what it costs.

What is your profit margin on a 956?
We sell them below their true price. Without taking into account the development costs, which come to about 13 million marks. But the private teams bring us a lot, for our image and our notoriety.

For £96,600 your American customers will be getting the best Porsches in IMSA. Can the same be said about those who buy the 956?
Competition with Lancia forced us to continue with the development of the 956. It's up to us, the factory, to test in actual racing the modifications we have made on our cars. If the tests are positive, the private teams will then benefit from the modifications which have been made. I know that last year, our clients complained about the difference between the works 956 and the private ones.
At Monza, all the 956's will be the same. The rest is in the hands of the drivers.

There are rumours around about a possible retirement next year of the official Porsche team from endurance racing.
There has been no decision made. The evolution of the regulations will undoubtedly influence our presence in Group C in 1985. There are very strong ties between Porsche and Endurance. On the other hand, we've had enough of being slapped in the face by the Federation.

Do you think that your absence from Le Mans will take some of the interest out of the race?
The victory of a private Porsche in 1979 didn't have the same impact as a victory by Jacky Ickx or Derek Bell. People say that in our absence, the race will be more hotly contested. But our retirement is not going to give Group C added prestige, on the contrary. The future of Endurance lies in the stability of the regulations governing it, and I think that this year, races will be more exciting than in the past simply because the general level of competitors has gone up.

One last question: what lesson would you learn if it turned out that the ACO had a bigger crowd this year at Le Mans than they did in 1983?
Let's say there are more spectators at Le Mans this year. To have a faithful crowd on the circuits, you need to have promotion, and you need the presence of several well-known makes. We at Porsche ask nothing more than a stabilizing of the regulations which would in turn bring down the cost of our investment as well as allowing new constructors to get into Endurance. You must understand the sense of our forfeit. It's not a show of bad humour. We're fighting for the future of Endurance.

In 5·3 seconds you'll discover why Porsche fit NCT tyres.

The Porsche 911 3.3 Turbo takes just 5.3 seconds to travel from 0–60 mph.

It can exceed 160 mph.

And all that stops it sliding into the scenery are four patches of rubber.

It's no surprise then, that Porsche insist that these patches of rubber offer exceptionally sure-footed grip.

And no surprise that they specify Goodyear NCT tyres.

NCT is short for Neutral Contour Technology.

Put simply, it enables you to plant more rubber more firmly on the ground.

The tread and profile of the NCT were developed directly from our highly successful Formula 1 rain-racing tyre.

Straight, circumferential grooves and open shoulder radial channels quickly disperse the water and resist aquaplaning.

Especially at higher speeds.

Using our unique glass plate underground photography system, we recorded the tyres grip in the wet.

At 62 mph the NCT achieved a remarkable 80% grip.

But grip like this isn't reserved for exotic supercars.

Your car could qualify for NCT tyres.

So, even if you don't have the same kind of power as a Porsche, you can still have the same kind of grip.

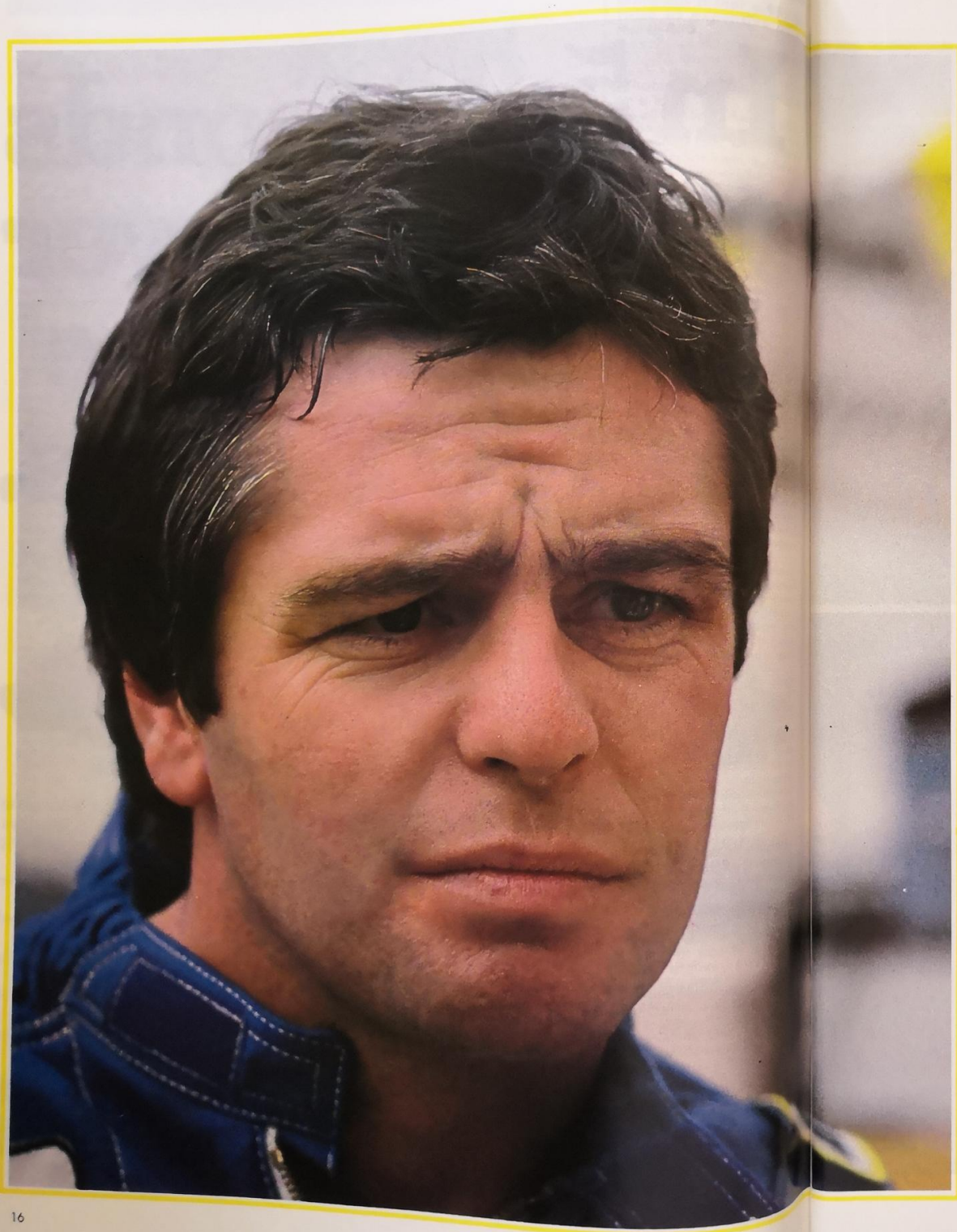
GOODYEAR
NCT

NO COUNTRY YOKEL

First trip to the podium, in Kyalami: at Renault, Derek Warwick's career is finally coming into its own (Photo B. Asset)

TYPICALLY BRITISH, DEREK WARWICK CARRIES A HEAVY RESPONSABILITY IN HIS NEW ROLE AS A RENAULT DRIVER. WITH HIS READY GRIN AND EVIDENT PHYSICAL FITNESS HE IS ALREADY MAKING HIMSELF FEEL "AT HOME" WITH THE REGIE AND ITS MECHANICS. BUT THERE IS MORE TO DEREK WARWICK THAN HIS LONG CAREER IN ALL FORMS OF BRITISH RACING, FOR HE IS ALSO AN ASTUTE BUSINESSMAN AND THE DEVOTED FATHER OF A YOUNG FAMILY. AND HIS ROOTS RUN DEEP IN THE HAMPSHIRE SOIL OF HIS BIRTHPLACE...

by Mike Doodson



A man come from nowhere, whose life has been a long struggle with many lessons learned along the way. Who remembers today that Derek Warwick, Formula One driver, started out in stock cars? (photo B. Asset)

After only two races as a Renault driver, there is no arguing that Derek Warwick has made his mark. When he joined the Régie there were suggestions in Britain (inevitable, perhaps, after Eddie Cheever's dismissal) that Derek might find himself treated as a number 2 instead of as the equal number 1 driver that he had signed to become.

In Brazil, having qualified 3 rd fastest (team mate Patrick Tambay started from 8th place on the grid), Derek had worked his way into the lead after some faster machinery had failed to last the distance. But with ten laps to go, and the victory flag almost in sight, his front suspension collapsed and forced him to withdraw. The wishbone had been damaged in a bumping match with no less an adversary than Niki Lauda, indicating that the Englishman is in no way awed by the big names that he's finding now that he's working from the expensive end of the pit lane.

"Obviously, I am desperately disappointed," said Derek at the end of the race in Rio. *"But at least I know now that I can do it, the car can do it and so can the tyres. All we have to do is to get things together for the next race..."*.

And get it together he did in South Africa. Some minor problems in qualifying left him comparatively far back on the grid, 9th fastest and well behind Tambay. Like several others, he was held up behind Rosberg in the early laps before he could start real racing - and when he did so there were some steely (and successful) moments in a challenge with Alboreto as they braked wheel-to-wheel into Crowthorne corner. If the number 16 Renault with its blue winglets

hadn't been forced to make a second, unscheduled, pit stop to replace a punctured rear tyre, and if the clutch linkage hadn't stopped working, he might have been able to offer a threat to eventual second man Alain Prost. As it was, 3rd place was an encouraging reward - and gave the 28 year old Englishman his first-ever visit to the podium. And in international motor racing there can be fewer drivers who have worked as hard to get where they are as Derek Warwick has done. We're talking here in terms of physical labour, sweat and straining biceps: the sort of work which builds muscles that must be exercised constantly if they're not to become flab before their owner has turned 35.

In Hampshire, the southern English county where Derek was born and later grew up, agriculture is the principal industry. Farmers need to transport their crops and cattle to market. So Warwick Brothers Ltd — the company built up by Derrick Warwick Senior and his brother Stan — was a logical, and successful, venture in the farming community around their home town of Alresford. Derrick (known to all as "Derry") and Stan grew prosperous from the manufacture and sales of their agricultural trailers. Both raced stock cars, and Uncle Stan learned to fly. Successfully, too: in 1972 he won the King's Cup Air Race, Britain's best-known prize for competitive flying. For young Derek, though, it was enough just to race stock cars.

'IF POSSIBLE, DAD WOULD HAVE BOUGHT FITTIPALDI'S McLAREN FOR ME'

"When I started stock car racing," he reflects in his gentle Hampshire brogue, *"my only ambition was to become stock car world champion. You know, life at that particular time was plain: you left school as early as you could— for me it was 12 or 13 years of age — and you joined the family business. One day you would run the business, and do a bit of stock car racing as your pastime. That had been my father's full goal. That was what I should do in life."*

In Britain the minimum age at which children are permitted to leave school is not "12 or 13 years", but 15. Derek's memory is not necessarily poor, however, for it is evident that he was more than delighted to fit in with the paternal priorities. Legend even has it that young Derek would sometimes don his school uniform, accept his packed lunch from Mum, and trot off down to the bus stop en route to what she imagined would be another fruitful day of study at his Secondary Modern school. In reality, Dad would pick the unwilling pupil up by car a few minutes later and take him to Warwick Brothers Ltd, where far more interesting studies awaited in pratical engineering.

It has been suggested that this apparent neglect of his studies has left Derek Warwick unable to write, even illiterate. Such stories are completely untrue, as any fan who's been lucky enough to request an autograph will confirm. Derek takes more trouble than any other driver to write a legible signature, usually personalised with a "Best Wishes" addition. And although he's no great reader of literature, it's a taste which he has in common with the reigning world champion. Contracts though, are another matter entirely: nothing in the fine print escapes his close scrutiny. School days may not have been academically rewarding, but they seem to have provided Derek with a fine grounding in business, and he learned more than enough to cope with the demands of the family business in bucolic Hampshire. Derek's life, however, was to take some unexpected turns.

Formula Ford is a British invention, the progenitor of half a dozen other single-seater classes which carry a big car maker's name, but still the best and most successful of them all. It is the incontestable base-line of the great and glorious pyramid that makes British motor racing the nursery of European motorsport. Skinny tyres and just over one hundred horsepower, with proper Hewland gearboxes but definitely no wings, make a recipe that will get a nincompoop into plenty of trouble but can also push forward agility and burgeoning talent. In 16 years Formula Ford has given us Fittipaldi, Hunt and Schekter, to mention only the world champions. Derek Warwick spotted its possibilities immediately, despite the stock car background.

"That year, 1974, was when they held one of the last London Racing Car Shows at Olympia. I couldn't get my father to go there, he simply didn't want to know. So, with my two schoolfriends who came up to London with me, we looked around Olympia— and it completely blew our minds. Compared with stock car racing, the complexity of (circuit) motor racing was incredible.

'I OWE EVERYTHING TO MY FATHER AND MY UNCLE. BUT THEY NEVER INTERFERE'

I went home and told my Dad that he had to come to London and see. 'I don't want you to bring any money,' I told him, 'but just come and have a look, because there's no way I'm going to do stock car racing next year: either it's something else or I'm going to forget it.

Eventually I think he knew that I was being serious. And of course, as soon as he walked through the door, well... If it had been possible he would have bought Fittipaldi's world championship McLaren M23 and gone straight into F1 except of course that he couldn't afford it. We went around the halls and he was saying that we would buy this and buy that. We ended up talking to the people from Hawke, who offered us a lot of help. Dad said 'Jeez, I wish I had my cheque book with me!'.

And out of my top pocket I produced his cheque book. That's how we bought our first Hawke Formula Ford..."

For the next four seasons, 1975 to the end of 1978, Derek Warwick went racing in that truly amateur British fashion that puzzles the many semi-professional drivers who come from overseas with bags of money. In terms of results, 1976 was the most impressive; 33 victories from 60 starts in Formula Ford, plus a European FF title. *"I was driver and team manager at the same time,"* Derek recalls: *"we worked on the car at home, in the evenings, after work."*

'IF I GET INTO A SITUATION AT RENAULT WHERE I'M UPSET, I THINK YOU'LL KNOW'

But in terms of satisfaction, 1978 – the second season of formula 3 – stands out for him. His main opponent: Nelson Piquet. In the two British championships they shared the honours almost equally, with Nelson taking 14 victories and the more important BP-sponsored championship, while Derek had 12 wins and the consolation of being declared Vandervell champion. Even before his '78 F3 title was secure, Nelson had raced two different makes of car in championship Grands Prix. Others have made the same giant step since. But Derek

The importance of traditional values: for Derek, the family is the indispensable nest where he finds his calm and his roots. (Photo R. Knight)

F1 driver, a full-time job which leaves time for other things if one really wants them. For Derek, those can be the family business or the joy of finding himself back at home. (Photos R. Knight)

didn't feel then that he could have done it, and he hasn't changed his mind on the subject. *"I wasn't prepared in myself to go into F1 then. My upbringing in racing was different. We were a self-made team, my mechanics were my two friends who weren't even employed by me. We were all self-taught, we didn't really know what to do with the cars because we came from the world of stock cars.*

'RUNNING IS MY MEDITATION. I ENJOY IT BECAUSE IT HURTS'

Now, people like Nelson – and Ayrton (Senna), and Martin (Brundle) – all had professional teams around them from early days, even in Formula Ford. My first professional team was in 1980, in Formula 2, with Toleman." And in between, in 1979, there was an appalling first experience of F2, with a March that was financed thanks to the kindness of admirers. But the happy part-time amateurism that had won races in FF, and just about kept him competitive in F3, simply didn't work in F2. If it hadn't been for the star-finding abilities of Alex Hawkridge, the Toleman Racing chief who signed Derek to join Brian Henton on his all-conquering team of F2 Toleman-Hart drivers in 1980, that would surely have been the end of Derek Warwick.

"I think I should have won the F2 championship that year," admits Derek. *"Instead, I finished 2nd to a psyched Henton. I think I was quicker, but he was cleverer. He psyched me, he was more complete than I was. If we had had that 1980 season a year later... well, I don't think he would have seen my arse for dust. "I don't mean this in any disrespect to Brian Henton — I have a very high regard for him — but he was just more professional than me."*

Derek Warwick proved to be more than good enough for Toleman Motorsport. He stayed with the team for four years, enduring the agonies of trying to make the British turbocars sufficiently quick just to qualify for Grands Prix in 1981, and attracting admiration and respect in 1983 by putting a Toleman-Hart into the top six placings in each of the last four GPs of 1983.

In the joy of having been signed to race a Renault for 1984 though, he felt the wrench of leaving his Toleman "family", as he remembers. *"My initial reaction was to jump up in the air, and of course we opened a few bottles of champagne at Dad's house, and then at Uncle Stan's. But then I sat down and thought, 'I've left Toleman'. People can't understand that, but it was a tear to leave so many good friends. My engineer, John Gentry, is godfather to my eldest child, and probably my best friend. Jim, my chief mechanic, is one of the best. I will never, ever doubt the ability of the Toleman team as a whole, because they have the personnel and the will to succeed, even if at the moment they don't have the right budget."*

What Derek didn't know at the time was that Renault's Gérard Larrousse had seen, and admired, that quality of devotion and loyalty which Toleman had inspired in the Hampshireman. *"Apart from his driving ability"*, said Larrousse later, *"we have contracted Derek Warwick to the Renault-Sport team because he is one of the few drivers who has never spoken out or said anything disagreeable about his team when it was going through a bad spell..."*.

Derek knows that a big mouth was a contributory factor to the departure of Prost, his predecessor, and he's been primed on the importance of never being heard to say anything that might be considered counter-productive, PR-wise, about the mighty Régie and its representatives.

No one should be allowed to have the impression that Derek Warwick is a simple country yokel who doesn't know the cash value of his own abitily. He was first asked to join Renault at the end of 1982, when there was no prospect whatsoever of getting parity with the then team leader, Prost.

He visited Paris, waited by his phone, and learned eventually that the number 2 drive would go to Eddie Cheever. He saw what happened to Cheever, whose own reluctance to point out the mechanical deficiencies of his Renault was rewarded with an unceremonial end-of-season firing.

Warwick, by constrast, shrewdly held out for equal number one status with Patrick Tambay. It was a difficult demand from a team which had already engaged one of the most senior and best-loved of all French drivers in Tambay, especially when one remembers the difficulties that had arisen in 1982 between "equal number one" drivers Prost and Arnoux. In Brazil, Tambay and Warwick started as equals, and the Englishman made a singularly good showing when the time came to mark his card at the end of the Rio weekend.

There was also the matter of cash. Unlike Toleman, where money to pay the drivers must come out of overall budget (ergo more for the ace = less for car development), Renault can afford to pay handsomely. It is not unreasonable to surmise that Derek is now one of the sport's better-paid stars. Yet he still has part of his heart in the family business, and on the rare occasions these days, when he's not busy testing or racing with Renault, the chances are that you'll catch him at Warwick Brothers during the day instead of at home. The firm has been an integral factor of his life since school-days, the source of funds in earlier racing days, and it will always be there for him to fall back on when racing ceases to appeal to him.

"I used to be in the workshop, as part of the workforce. I worked on the presses and in the welding plant, I drove the forklift trucks. Then gradually, as Formula 1 became more intensive, I diversified. I would only come in occasionally, and then it would be to work in the office.

My working life has always been very physical, so from that day when I moved behind a desk I had to work harder at keeping myself physically fit. Now I play a lot of squash with friends from around my area, and I also do a lot of running. I enjoy running because it's my meditation. When I run, I run hard – and sort of lose myself completely. I do it about five times a week, usually over a five mile distance, when I can. Not competitively, like Frank Williams does, because it's hard work for me, I'm not a natural runner. That's why I like it because it hurts. And I always time myself..."

Yet driving racing cars, running a business and staying physically alert are only part of the Warwick *persona*, for he is also the proud father of two daughters. He insists that racing and business are only two sides in a three-sided life that would not be complete without Rhonda and the family.

"I'm a family man first of all," he says firmly. The girls, Mary (6) and Kary (3), are bright, intelligent and demanding. Mary is already something of a threat to her father's racing reputation, for she can lap the motocross course laid out in the field beside their home a clear three seconds faster than Dad can. It might be different if she had a little more weight to put on the saddle of her 50cc Yamaha than she does at present...

"I spend all the time that I can with the girls," says Derek. *"I come home from work, play with them, have tea with them, wash them and put them to bed. In the morning I get up with them, have breakfast with them and take them to school. All the time that I'm at home, I'm with them."*

And "family", for Derek, cannot exist without Derry and Stan, his two most faithful supporters. Throughout the early days, first as sponsors and later as fans, they have followed his racing from Thruxton to Rio or wherever else fortune takes their son and nephew. *"All through my life it's been through them that I am where I am – and I've always acknowledged that fact. Neither of them will miss a Grand Prix, unless they're forced to do so by work, maybe. They don't interfere. They give advice if I ask for it, but they know that I will also make my decisions without them having to make them for me."*

That, of course, was not always the case. But now that Derek Warwick has found his place in racing he's solid, rock-like and determined. Success has taken longer to come to him then it has to most of his rivals, yet it has seemed a logical, pre-ordained path.

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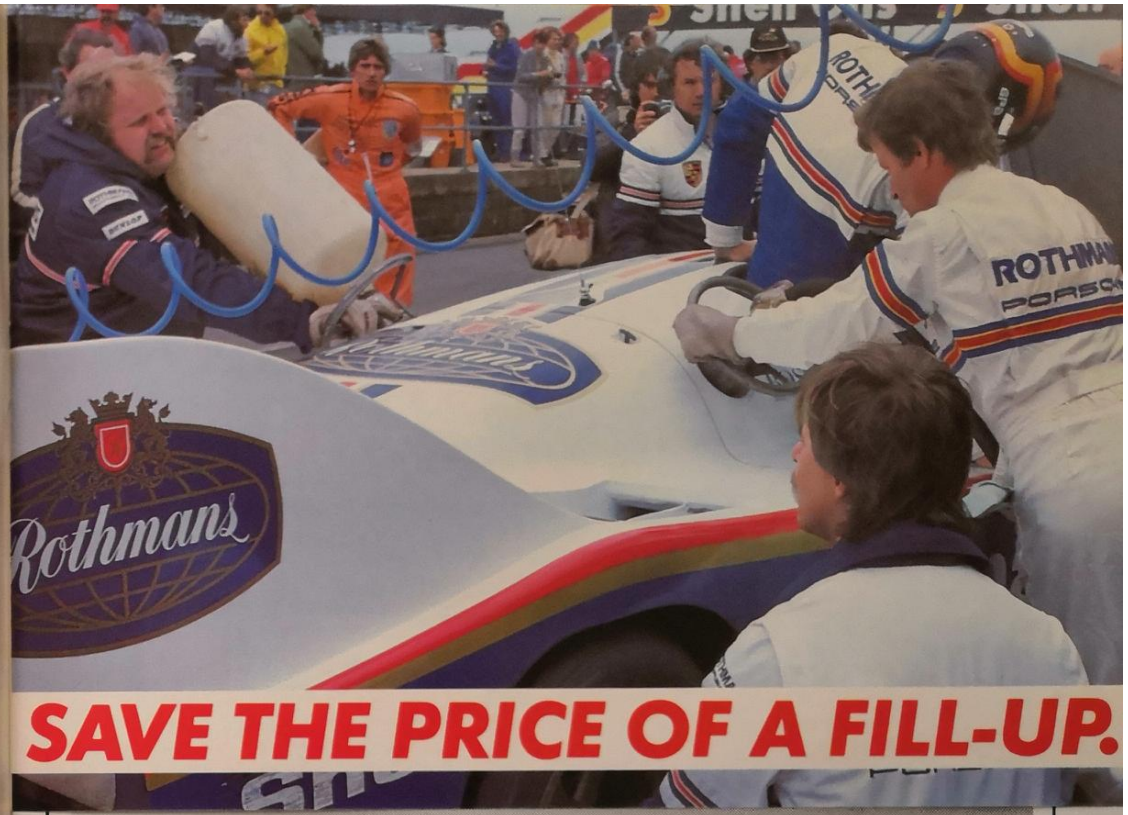

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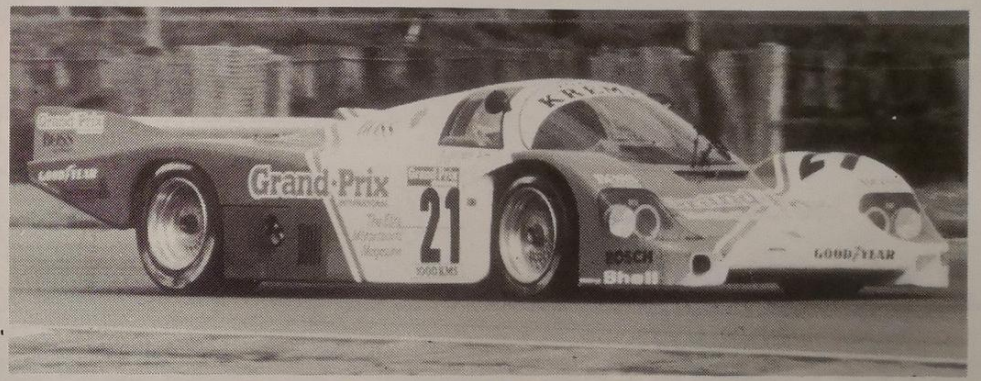

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A NEW BEAST IS BORN

WHO WOULD BELIEVE THAT THE SAFARI RALLY, AS TOUGH AS THEY COME, WOULD BE DOMINATED FROM START TO FINISH BY A SINGLE CAR? BJORN WALDEGAARD'S TOYOTA CELICA, ALREADY TRIUMPHANT SIX MONTHS AGO ON THE IVORY COAST, IS THE NEW AFRICAN QUEEN. TOO BAD FOR AUDI AND LANCIA, BOTH EQUAL IN DEFEAT. ON THIS MUCH FOUGHT-OVER — BOTH COMMERCIALLY AND SPORTINGLY — CONTINENT OF AFRICA, THE JAPANESE ARE AGAIN THE MASTERS.

by Cyril Frey

The third leg of the 1984 World Rally Championship took place in the legendary and luxurious wilds of Kenya, which the noisy number of competitors taking part in the Marlboro Safari Rally persistently try and tame once a year during the Easter weekend. Although English is still the official language of the former gem of the British crown, the word "Safari" comes from the Swahili. This term wishes a rather ironical "bon voyage" to the motorised adventurers, who, in their own manner, perpetuate the myth of long distance rallies. But this is no Paris-Dakar trek. Each year the leading constructors enter more and more official teams. On Thursday, 19th April, not far from the Jomo Kenyatta Mausoleum in Nairobi, seven different makes were at the start of the race in honour of the "flamboyant javelin", symbol of independence. Only two constructors had already enjoyed the taste of victory, the Nissan and Opel teams. This year the 240 RS and the Manta 400 which entered, are more than ever confined to these Homeric marathons where it is no longer sufficient to have four wheel drive and an ultra-modern electronic fuel-injection system to win.

Amongst the 77 candidates competing in the dust and mire, are two firms with no victories whatsoever in African rallies: Lancia who have already obtained some good results in previous years with the Stratos, and Audi, preceded by Opel in 1983. Before the Ingolstadt firm, Porsche and Mercedes had recently come to grief on the African trails in spite of a costly and powerful infrastructure.

Citroën and Subaru's sole aim was to finish

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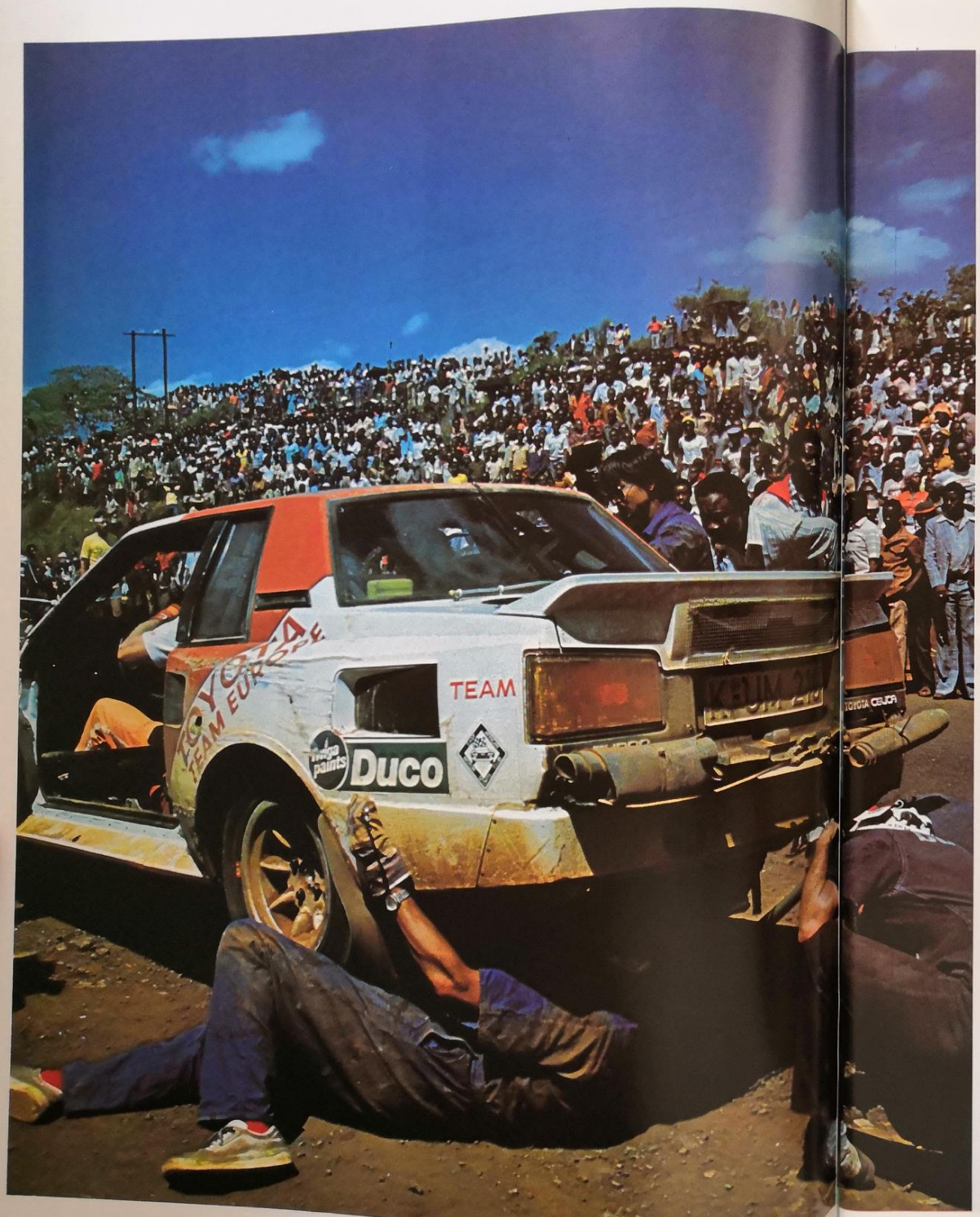


Preceding double-page: Bjorn Waldegaard on the attack with Masaï warriors looking on; only the privileged can come that near. (Photos: Arthus-Bertrand)

The Audis having been plagued by mysterious electrical faults, Toyota needed but to hold off Opel to ensure its triumph. (Photo: Levent/DPPI)

the race with their lightweight and simple four wheel drive models in the hope that the expected hecatomb would take place among the leaders and they would be able to grab their places. However, Toyota, who are seen less and less often on the European rally scene, carefully prepared the Safari this time. Could the number 1 Japanese constructor be as lucky here as they were in the Ivory Coast Rally?

In honour of Queen Elizabeth, the most famous African round started off in 1953 as the "Coronation Safari" and later became even better known as the "East African Safari" when it crossed the neighbouring territories of Tanzania and Uganda. Political upheavals confined the rally to Kenya as from 1974, but it is rumoured that the re-establishment of normal relations between Dar-es-Salaam and Nairobi might soon result in the revival of the Tanzania stage. In the meanwhile, the sponsorhip offered by Philip Morris since 1980 has turned the "Marlboro Safari" into a more profitable and better organised event than it ever was. It is no longer a private hunting ground for gentlemen drivers or rich white farmers or merchants from Asia. When Hannu Mikkola won the event in 1972, he opened the way to professional rallymen.

This year, the rally coincides with the start of the rainy season. It is known that muddy conditions give the advantage to the Audi Quattros, but only a few showers fell before the start of the race in insufficient quantities to strew the course with impassable stretches of water. For Lancia, the advantages of the dry conditions were counterbalanced by the certitude for Alen and Preston, (with 7th and 17th positions on the starting grid), of having clouds of dust raised by the competitors with more favourable positions. Following Audi's successes at Monte Carlo and in Portugal, the Safari became of crucial importance for Lancia. Without another victory the hope of keeping the lead in the championship would be lessened even more. All very calculated, but who could imagine what would to happen to the various competitors during these three thousand miles of wicked traps?

THE CATASTROPHIC START OF THE AUDI QUATTROS

The first leg which was to take the rally towards the Indian Ocean on the southern coast, before going back to Nairobi on Friday morning, took place on extraordinarily rapid tracks where the top speeds of the different machines was to play a decisive role in more ways than one.

The engines and tyres were put to the test sooner than expected for this type of rally, due to the unusually fast driving conditions. Even before the first stop on Thursday evening, two of the favourites lost all hope, and who other than two members of the Audi team? Here's what Michèle Mouton had to say: *"My engine suddenly stalled. A little later, I heard a noise coming from the turbo. When the helicopter arrived after half an hour, with the part to be changed, (a rotor arm), the engine started up again. But 500 yards farther, I was again losing speed, and had a huge trail of white smoke behind me. I came across Stig Blomqvist whose oil-pump had broken down and he was waiting for the new one to arrive. He thought that I should be able to continue but at not more than 30 mph until I reached my back up team. As there were still about 45 miles to go, it would have taken me more than an hour to get there, then I would have had to chance the turbo as it had broken as a result of the breakdown and of the sudden stalling of the engine. All that lost time would certainly have put me behind the time limit. So we made a quick decision. I gave my oil-pump to Stig who replaced his with mine and he was able to continue. For me, the end had come."*

One Audi out, and the other, two hours behind the leader. The whole thing had started off very badly, especially as a very annoyed Mikkola reached Mombasa in first position. He had had to drive for 150 miles using 4 cylinders, the third gear kept jumping out of place and he had had two punctures, which the Michelin technicians easily explained (for once they were accompained by Pierre Dupasquier): *"It's a completely new situation: the dirt track tyres have to face top speeds of 125-130 mph in the case of Mikkola when his tyre burst. This creates what is known as overheating and the tyre progressively loses the quality of its compounds; the result is exactly the same as a puncture."*

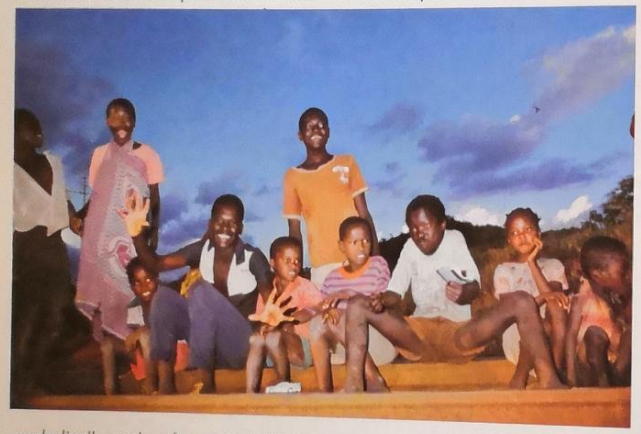
If the sustained speeds gave the engines a tough time, so did the roads. Treacherous ruts caused Salonen to lose 45', Mehta 13'. Per Eklund was outside the time limit, and Mike Kirkland was knocked over by a reckless driver while he was standing by his back up vehicle and broke a leg! The man ended up in prison but obviously the third Nissan could no longer take part in the race.

During the return to Nairobi in the night, the lead was taken over for a minute by Waldegaard and his Toyota from Mikkola and his Audi. It should be remembered that in Kenya as in the Ivory Coast, there are no special stages, the whole of the rally takes place on the open road and the result is calculated according to the number of penalty points imposed on the competitors at each control (there are 105 in all). As it is more or less impossible to check in at "zero hour", which is the ideal time given in the road book, the minutes build up. The winner is the person who has stored away the lowest number at the end of the three stages. One disadvantage of competing on roads left open to traffic, is that you do sometimes come across strange things. Mehta hit a bush taxi coming in the opposite direction and earned more penalty points. The 1983 winner, Ari Vatanen, had hit two zebras, which didn't stop him from winning. A Safari is extremely long and at the end of the first leg, none of the first ten were theoretically excluded from

the final victory. Between Waldegaard, the temporary leader, and Preston who was lying 6th, there were only 18 minutes...

WALDEGAARD EASES UP ON THE THROTTLE AND KEEPS AHEAD

For the second stage, the countryside surrounding Mount Kenya was on the programme, with its tea and tobacco plantations at the edge of the virgin forest, in other words, a more twisting route than the previous day's, which only had the Taita Hill heights to offer to those who enjoy steep climbs. Apart from stones being thrown at certain competitors by spectators visibly hostile to the rally, the essential point of these 810 miles is that Mikkola had more technical problems. It was



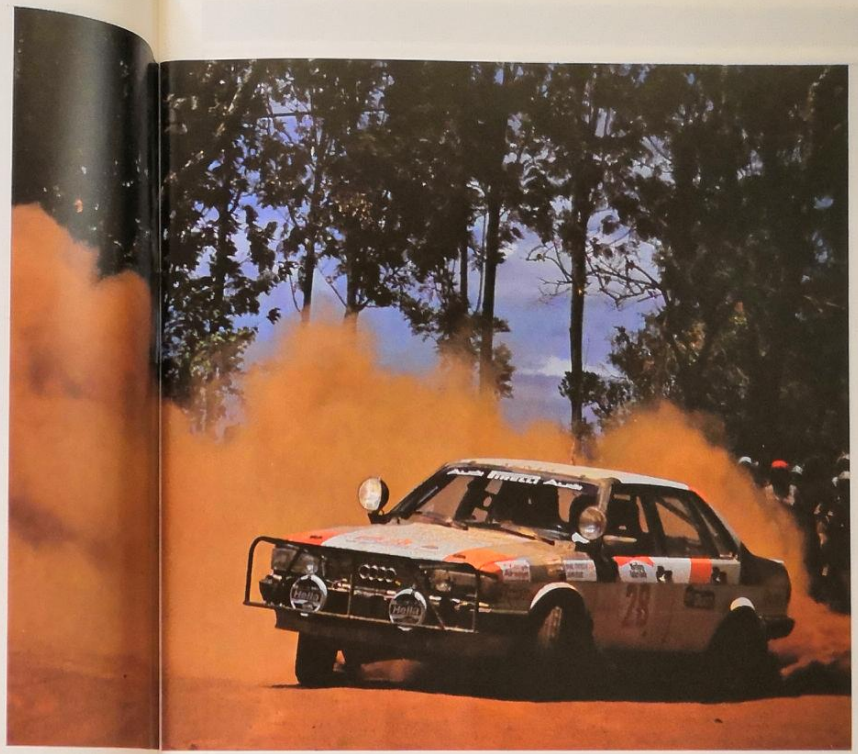
symbolically at the place called "Hells Gates" that the electric waste gate control system started to go wrong: *"The engine stalled about every three minutes. We changed most of the electric system, I don't know if it's going to make it any better."* Bearing upon his shoulders the responsibility of being world champion, thus the last hope for Audi, Hannu feared the third leg of 1,500 miles which was liable to cause more damage than the other legs had. In the provisional results of Saturday evening, he was still just second; on the other hand, Waldegaard, who was having no problems with his Toyota, increased his advance to 9 minutes and, in spite of a puncture, attacking less than on the previous day. The Opel threat became clearer since Aaltonen now appeared in third position, Frequelin fell back to 6th after three punctures and the differential breaking, probably due to an oil leak. The Frenchman complained of the amount of time he'd wasted on trying to overtake a Nissan-team chase car: *"He just wouldn't let us get past even though there was a Nissan plane flying overhead which could have informed him that we were just behind. It's very unsporting..."* Too slow in certain cases, a nuisance for those following, too fast elsewhere, "support vehicles" of this kind, as they are modestly called, could well be banned one day, but that would mean changing the very nature of African rallies.

During this second leg, Markku Alen and his Lancia lost one place in the provisional results due to electric problems and the gear box (first and third wouldn't stay in place). Preston with an identical car had the same problems. Before the formidable confrontation of the third leg, both cars' gear boxes were changed. Anything could still happen.

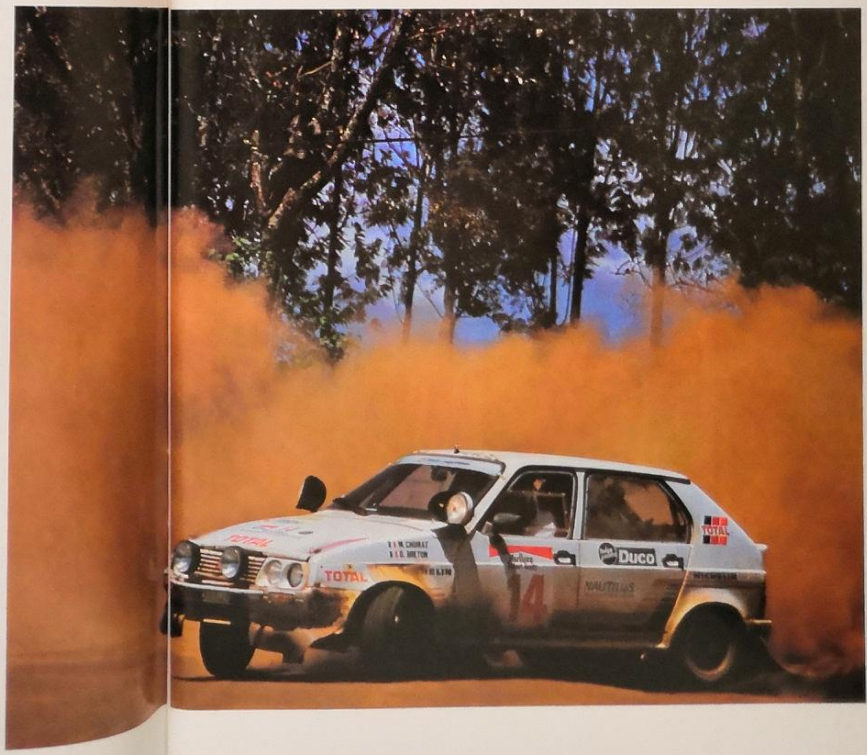
RALLY CARS, ARE THEY BECOMING INDESTRUCTIBLE?

The third leg takes us up north bordering lion country and the Masai warrior tribes, climbing towards Lake Victoria, taking chancy routes through unpardoningly steep mountains. The race had not even started that Sunday dawn, when the local press picked up news from the Kenya Times, that Mikkola's Swedish team mate, Arne Hertz, had made front page headlines, accused of having participated in the Castrol rally in South Africa in 1981. This time Hertz was in the company of Eklund, who had also been denounced by the Nairobi news paper. As we already know, the majority of the black nations of Africa forbid any contact with the Government of Pretoria, accused of institutionalising racial prejudice through Apartheid.

Kenya carries this ban even further by refusing entry to all persons, whether visitors or exiled nationals, who have or have had, relations with the Republic of South Africa. This is just how the local driver Rob Collinge was disqualified from the 1984 Safari; he had taken part in a rally in the land of the Boers. Also, Audi's plans to send Michèle Mouton down there had to be abandoned if she had any thought of returning to Kenya.



The super-powerful Audi A2 Quattros were not the only Audis present. The 80 Quattro of Criticos, for instance. It put it a noteworthy race. (Photo: Levent/DPPI)



The deluge had to come for the Citroën Visas to finish up among the first ten if they were to overcome their lack of power. Despite repeated problems with his rear suspension; Chomat nonetheless tried the impossible. (Photo: Levent/DPPI)

With regard to the Hertz affair, the Government has promised to take the necessary measures via its Sports and Cultural Minister, the leader of Kenya.

The *Times*, Monday morning, declared the official position as follows... *"As from now, it is imperative that the organizers of the Safa...i respect our sporting policy towards South Africa and that no one who has had any relations with Pretoria participate in the Safari rally on Kenyan territory. Fraternity, after all, is the basis of sport. We cannot treat as our brothers, anyone who even indirectly promotes a repressive and oppressive policy towards black communities anywhere."*

Bugged by the local press, Hertz and Mikkola refused to expend their energy on anything other than maintaining their second place in the Safari: *"We are free to race wherever we want,"* declared Hannu. Repairs to his inter-axle differential brought them back into third place, and left Aaltonen to take off after Waldegaard. Neither, in fact, had any serious problems since the start of the rally, and with their luck, their chances were improving. Behind them, other than Mikkola, clinging to his bronze medal, the group was still the same: Alen (who had been using the hand throttle for quite some time, due to a broken cable); Mehta, well caught up, (previously delayed by front suspension problems) and Salonen. Both Fréquelin and Blomqvist had broken engines and Munari had to retire because of electrical trouble.

Surprise on this last leg, it finally decided to rain, but only intermittently; it wasn't quite the tropical downpour promised by Mike Doughty.

The remaining distance to cover between the Nakuru stop and the arrival in front of the Kenyatta Center did not alter the drivers' initial positions.

Waldegaard, who did not encounter any problems along the way, won his second Safari (the first with Ford dates back to 1977) / ahead of Aaltonen, whose 21st attempt was again in vain.

The sustained speed of the drivers up front, and the relatively low occurrence of breakdowns, are the main features of the 1984 Safari. Toyota's victory was not due to luck alone, rather they had built a powerful and reliable vehicle whose Pirelli tyres served them well (Waldegaard, however, complained that he hadn't enough of them, as Lancia had taken the lion's share) and tested it thoroughly over the last few weeks with Sandro Munari at the wheel. The winner of the day, who in the past didn't get along particularly well with 'Il Drago' when they were team mates at Lancia, reserved him a warm welcome at the finish.

At Audi, although they were disappointed to have lost, they were congratulating themselves on having beaten the Italian 037s. Too many minor problems cost Alen and Preston the victory.

Even though the Turin based firm started off on the wrong foot, Lancia will surely be consoled in Corsica later this season.

To the great dismay of the Europeans, there is already a high proportion of Japanese cars on the African market: Toyota's victory will hardly raise the dike against further invasions. □

MARLBORO SAFARI RALLY

32nd year

WORLD RALLY CHAMPIONSHIP
3rd stage (makes)
4th stage (drivers)
19-23rd April 1984

THREE LEGS TOTALLING 5,254 km/3,283.7 miles
1st leg: NAIROBI-MOMBASA-NAIROBI
Start Thursday 19th April at 10:00.
Rest halt at Taïta Hills (13:27-15:30), Mombasa (18:59-21:15) and Taïta Hills (2:33-6:00).
Finish Friday 20th April at 10:35.
Total: 1,727.4 km/1,079.6 miles.

2nd leg: NAIROBI-EMBU-NAIROBI.
Start Friday 20th April at 18:00.
Rest halt at Rumuruti (22:33-3:00) and Embu (7:32-11:00).
Finish Saturday 21st April at 15:29.
Total: 1,348.3 km/842.6 miles.

3rd leg: NAIROBI-KAKAMEGA-NAIROBI.
Start Saturday 21st April at 4:00.
Rest halt at Timborua (7:12-7:39), Kakamega (12:46-21:00), Eldoret (2:18-6:45) and Nakuru (9:42'-11:46).
Finish Monday 23rd April at 15:25.
Total: 2,478.3 km/1,548.9 miles.

POSITIONS AT TAITA HILLS 1:

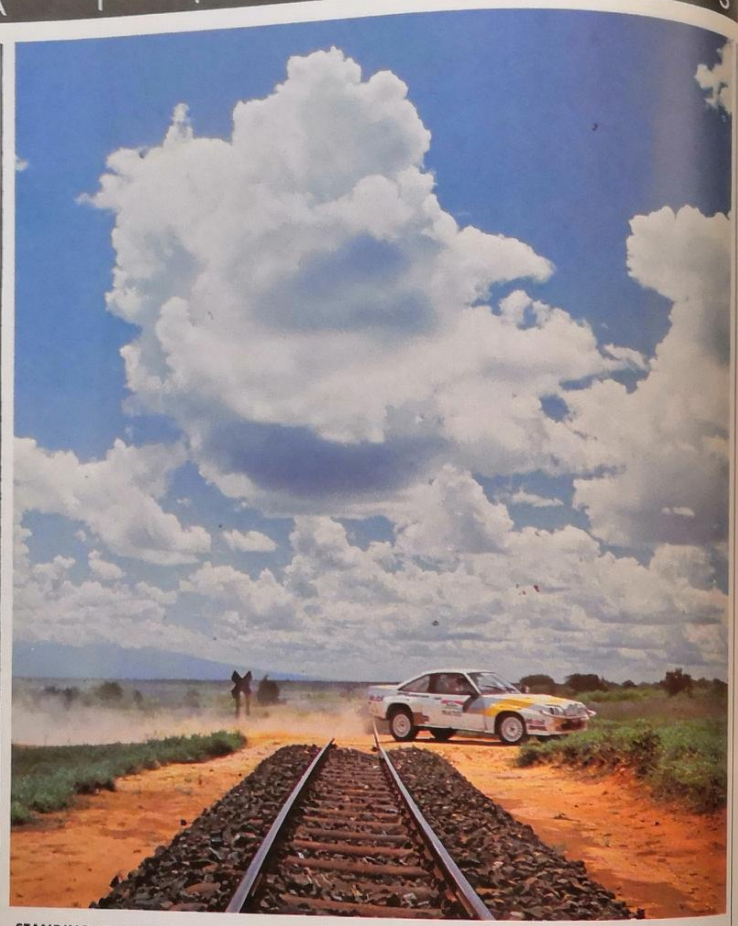
1.	Mikkola (Audi)	0'
	Waldegaard (Toyota)	0'
	Mehta (Nissan)	0'
	Mouton (Audi)	0'
	Alen (Lancia)	0'
	Blomqvist (Audi)	0'
	Salonen (Nissan)	0'
	Kirkland (Nissan)	0'
9.	Fréquelin (Opel)	1'
	Aaltonen (Opel)	1'
	Munari (Toyota)	1'
12.	Preston (Lancia)	2'
13.	Eklund (Toyota)	

POSITIONS AT MOMBASA:

1.	Mikkola (Audi)	9'
2.	Waldegaard (Toyota)	10'
	Alen (Lancia)	10'
4.	Mehta (Nissan)	13'
5.	Preston (Lancia)	14'
6.	Aaltonen (Opel)	15'
7.	Fréquelin (Opel)	17'
8.	Munari (Toyota)	19'
9.	Kirkland (Nissan)	23'
10.	Wittmann (Audi)	26'

POSITIONS AT TAITA HILLS 2:

1.	Mikkola (Audi)	31'
	Waldegaard (Toyota)	31'
3.	Alen (Lancia)	32'
4.	Aaltonen (Opel)	35'
5.	Mehta (Nissan)	36'
6.	Fréquelin (Opel)	37'
7.	Preston (Lancia)	46'
8.	Wittmann (Audi)	80'
9.	Munari (Toyota)	82'
10.	Salonen (Nissan)	102'
	B. Criticos (Audi)	102'



STANDING AT THE END OF THE 1ST LEG

1.	Waldegaard (Toyota)	42'
2.	Mikkola (Audi)	43'
3.	Alen (Lancia)	45'
4.	Aaltonen (Opel)	49'
5.	Fréquelin (Opel)	51'
6.	Preston (Lancia)	60'
7.	Munari (Toyota)	99'
8.	Mehta (Nissan)	102'
9.	Wittmann (Audi)	108'
10.	Salonen (Nissan)	124'
11.	Takahashi (Subaru)	141'
12.	Criticos (Audi 80)	142'
13.	Iwashita (Nissan)	152'
14.	Chomat (Citroën)	160'
15.	Vitulli (Subaru)	177'
16.	Strahl (Opel)	180'
17.	Ciaraldi (Subaru)	192'
18.	Fowkes (Subaru)	207'
19.	Blomqvist (Audi)	216'
20.	Takaoka (Subaru)	219'

etc. 30 withdrawals in the first leg.

POSITIONS AT RUMURUTI:

1.	Waldegaard (Toyota)	46'
2.	Mikkola (Audi)	51'
3.	Aaltonen (Opel)	58'
4.	Fréquelin (Opel)	61'
5.	Alen (Lancia)	67'
6.	Preston (Lancia)	72'
7.	Mehta (Nissan)	114'
8.	Munari (Toyota)	118'
9.	Wittmann (Audi)	124'
10.	Salonen (Nissan)	141'

POSITIONS AT EMBU:

1.	Waldegaard (Toyota)	54'
2.	Mikkola (Audi)	58'
3.	Aaltonen (Opel)	68'
4.	Fréquelin (Opel)	82'
5.	Alen (Lancia)	85'
6.	Preston (Lancia)	92'
7.	Mehta (Nissan)	130'
8.	Munari (Toyota)	158'
9.	Salonen (Nissan)	167'
10.	Wittmann (Audi)	225'

STANDING AT THE END OF THE 2ND

1.	Waldegaard (Toyota)	75'
2.	Mikkola (Audi)	84'
3.	Aaltonen (Opel)	86'
4.	Alen (Lancia)	101'
5.	Fréquelin (Opel)	132'
6.	Preston (Lancia)	134'
7.	Mehta (Nissan)	151'
8.	Salonen (Nissan)	189'
9.	Munari (Toyota)	198'
10.	Wittmann (Audi)	267'
11.	Iwashita (Nissan)	298'
12.	Criticos (Audi)	298'
13.	Blomqvist (Audi)	309'
14.	Chomat (Citroën)	344'
15.	Strohl (Opel)	374'
16.	Takahashi (Subaru)	396'
17.	Ciaraldi (Subaru)	408'
18.	Fowkes (Subaru)	410'
19.	Takaoka (Subaru)	446'
20.	Tundo (Subaru)	462'

POSITIONS AT KAKAMEGA:

1.	Waldegaard (Toyota)	91'
2.	Aaltonen (Opel)	102'
3.	Mikkola (Audi)	113'
4.	Alen (Lancia)	132'
5.	Mehta (Nissan)	170'
6.	Preston (Lancia)	174'
7.	Salonen (Nissan)	219'
8.	Wittmann (Audi)	335'
9.	Iwashita (Nissan)	371'
10.	B. Criticos (Audi)	422'

STANDING AT THE END OF ELDORET

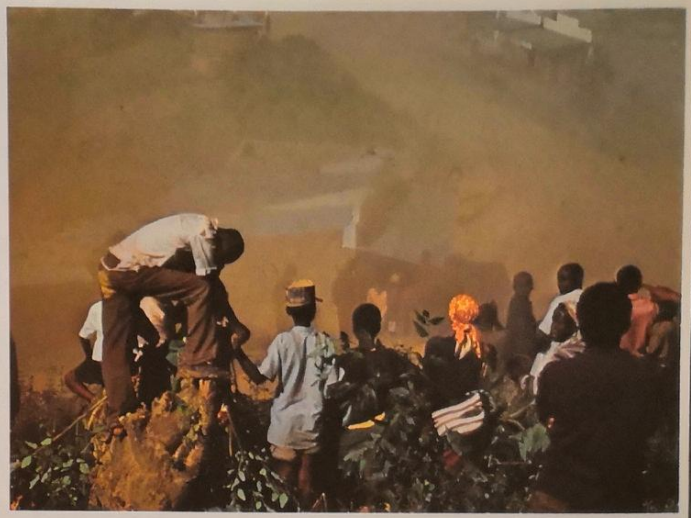
1.	Waldegaard (Toyota)	109'
2.	Aaltonen (Opel)	126'
3.	Mikkola (Audi)	134'
4.	Alen (Lancia)	164'
5.	Mehta (Nissan)	191'
6.	Preston (Lancia)	218'
7.	Salonen (Nissan)	298'
8.	Wittmann (Audi)	427'
9.	Iwashita (Nissan)	441'
10.	B. Criticos (Audi)	497'

STANDING AT THE END OF NAKURU

1.	Waldegaard (Toyota)	117'
2.	Aaltonen (Opel)	131'
3.	Mikkola (Audi)	141'
4.	Alen (Lancia)	177'
5.	Mehta (Nissan)	205'
6.	Preston (Lancia)	228'
7.	Salonen (Nissan)	337'
8.	Wittmann (Audi)	441'
9.	Iwashita (Nissan)	462'
10.	B. Criticos (Audi)	564'

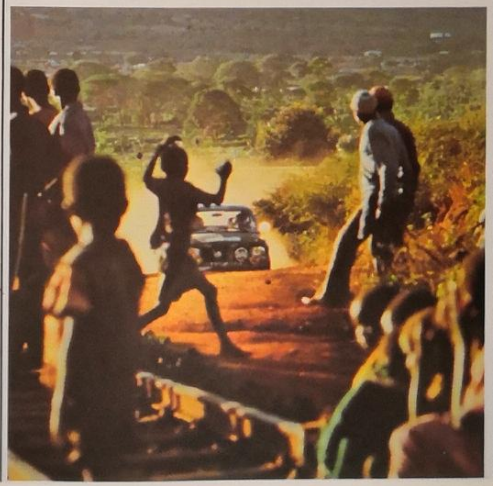
PAST RESULTS OF THE SAFARI RALLY:

1953: no winner
1954: VR Preston-Marwaha (Volkswagen)
1955: VR Preston-Marwaha (Ford)
1956: Cecil-Vickers (DKW)
1957: Burton-Hoffmann (Volkswagen)
1958: no winner
1959: Fritschy-Ellis (Mercedes)
1960: Fritschy-Ellis (Mercedes)
1961: Manussis-Colerigde (Mercedes)
1962: Fjasted-Schneider (Volkswagen)
1963: Nowicki-Cliff (Peugeot)
1964: Hugues-Young (Ford)
1965: Singh-Singh (Volvo)
1966: Shankland-Rothwell (Peugeot)
1967: Shankland-Rothwell (Peugeot)
1968: Nowicki-Cliff (Peugeot)
1969: Hillyar-Aird (Ford)
1970: Herrmann-Schuller (Datsun)
1971: Herrmann-Schuller (Datsun)
1972: Mikkola-Palm (Ford)
1973: Mehta-Drews (Datsun)
1974: Singh-Doig (Mitsubishi)
1975: Andersson-Hertz (Peugeot)
1976: Singh-Doig (Mitsubishi)
1977: Waldegaard-Thorszelius (Ford)
1978: Nicolas-Lefèvre (Peugeot)
1979: Mehta-Doughty (Datsun)
1980: Mehta-Doughty (Datsun)
1981: Mehta-Doughty (Datsun)
1982: Mehta-Doughty (Datsun)
1983: Vatanen-Harryman (Opel)



MAIN WITHRAWALS:
FIRST LEG:
Mouton-Pons (Audi Quattro) turbo; **Eklund-Whittock** (Toyota Celica) accident; **Kirkland-Levitan** (Nissan 240RS) accident; **Wurz-Brandstetter** (Audi Quattro) engine; **Rio-Vieu** (Citroen Visa) suspension; **Criticos-Murton** (Lancia 037 Rally) engine.
SECOND LEG:
Iwase-Vinayak (Opel Ascona 400) gear box
THIRD LEG:
Blomqvist-Cederberg (Audi Quattro) engine; **Munari-Street** (Toyota Celica) electric failure; **Fréquelin-Berglund** (Opel Manta 400) cylinderhead gasket.

OVERALL RESULTS:
1. Bjorn Waldegaard (S) - Hans Thorszelius (S) (Toyota Celica Twincam turbo), Pirelli tyres 1st Group B. 122' penalty points; **2.** Aaltonen - Drews (Opel Manta 400), 133'; **3.** Mikkola-Hertz (Audi Quattro), 145'6; **4.** Alen-Kivimaki (Lancia Rally 037E2), 188'; **5.** Mehta-Combes (Nissan 240RS), 215'; **6.** Preston-Lyall (Lancia Rally 037E2), 254'; **7.** Salonen-Harjanne (Nissan 240RS), 352'; **8.** Wittmann-Diekmann (Audi Quattro), 457'; **9.** Iwashita-Nakahrara (Nissan 240RS), 476'; **10.** B. Criticos-Rose (Audi 80 Quattro), 593'; 1. Group A **11.** Strahl-Soin (Opel Ascona 400), 658'; **12.** Fowkes-O'Gorman (Subaru 4 WD), 713'; **13.** Chomat-Breton (Citroen Visa), 732'; **14.** Tundo-Thompson (Subaru 4 WD), 753'; **15.** Hellier-Jhope (Peugeot 504 pick up), 764'; **16.** Takaoka-Izumi (Subaru 4WD), 790'; **17.** Saimbi-Deugun (Opel Ascona 400) 885'; **18.** Wamberque-Tilbury (Citroen Visa), 1047'; **19.** Ashman-Millns (Subaru 4 WD) 1047'; **20.** Miersch-Davies (Toyota Corolla), 1077';

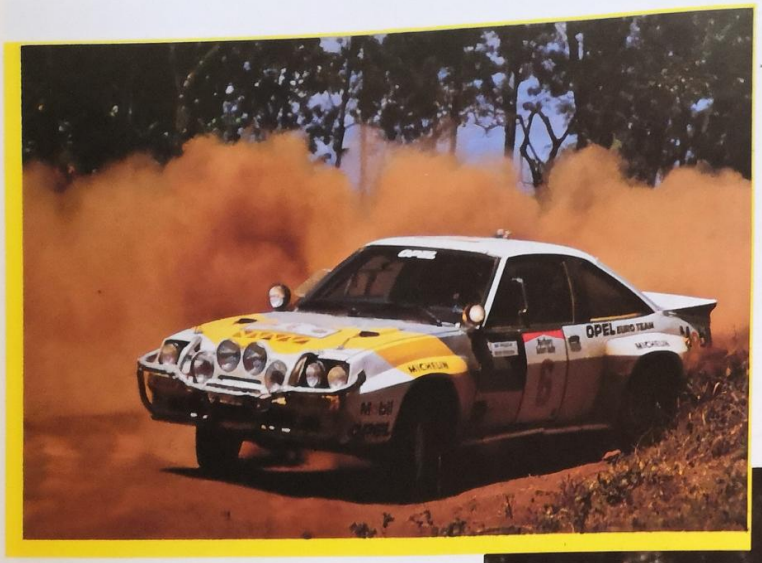


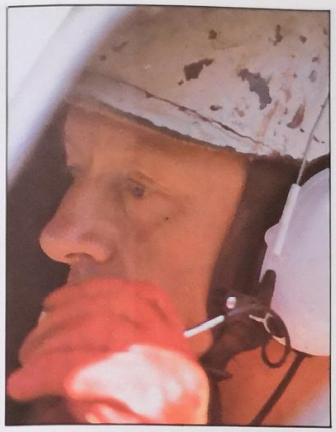
CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

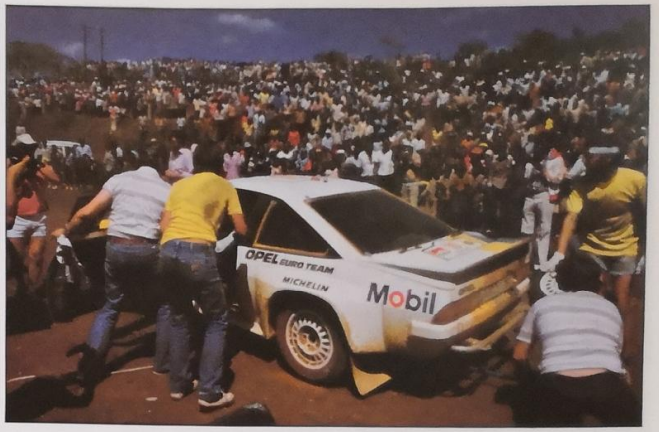
Audi	50
Lancia	38
Toyota	28
Renault	22
Volkswagen	21
Opel	16
Nissan	12
Citroen	4
Vauxhall	2

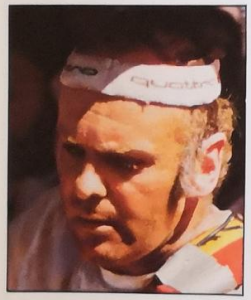
DRIVERS' WORLD CHAMPIONSHIP POINTS

1.	H. Mikkola (SF)	12+0+20+12	= 44
2.	S. Blomqvist (S)	15+20+0+0	= 35
3.	M. Alen (SF)	3+0+15+10	= 28
4.	W. Röhrl (D)	20+0+6+0	= 26
5.	B. Waldegaard (S)	0+0+0+20	= 20
6.	A. Bettega (D)	8+0+12+0	= 20
7.	M. Biasion (K)	6+0+10+0	= 16
8.	M. Mouton (F)	0+15+0+0	= 15
	R. Aaltonen (SF)	0+0+0+15	= 15
10.	P. Eklund (S)	0+12+0+0	= 12
11.	J.L. Therieer (F)	10+0+0+0	= 10
	M. Jonsson (S)	0+10+0+0	= 10
13.	S. Mehta (EAK)	0+0+0+8	= 8
	L. E. Torph (S)	0+8+0+0	= 8
	J. Ragnotti (F)	0+0+8+0	= 8
16.	K. Grundel (S)	2+0+4+0	= 6
	B. Johansson (S)	0+0+6+0	= 6
	V. Preston (EAK)	0+0+0+6	= 6
19.	T. Salonen (SF)	1+0+0+4	= 5
20.	B. Darniche (F)	4+0+0+0	= 4
	M. Eriksson (S)	0+4+0+0	= 4
22.	Andersson	0+0+3+0	= 3
	Ortigao	0+0+3+0	= 3
	F. Wittmann (A)	0+0+0+3	= 3
25.	Y. Iwashita (J)	0+0+0+2	= 2
	G. Pettersson (S)	0+2+0+0	= 2
	C. Dorche (F)	0+0+2+0	= 2
28.	J. Ahlin (S)	0+1+0+0	= 1
	B. Criticos (EAK)	0+0+0+1	= 1
	R. Gooding (GB)	0+0+1+0	= 1



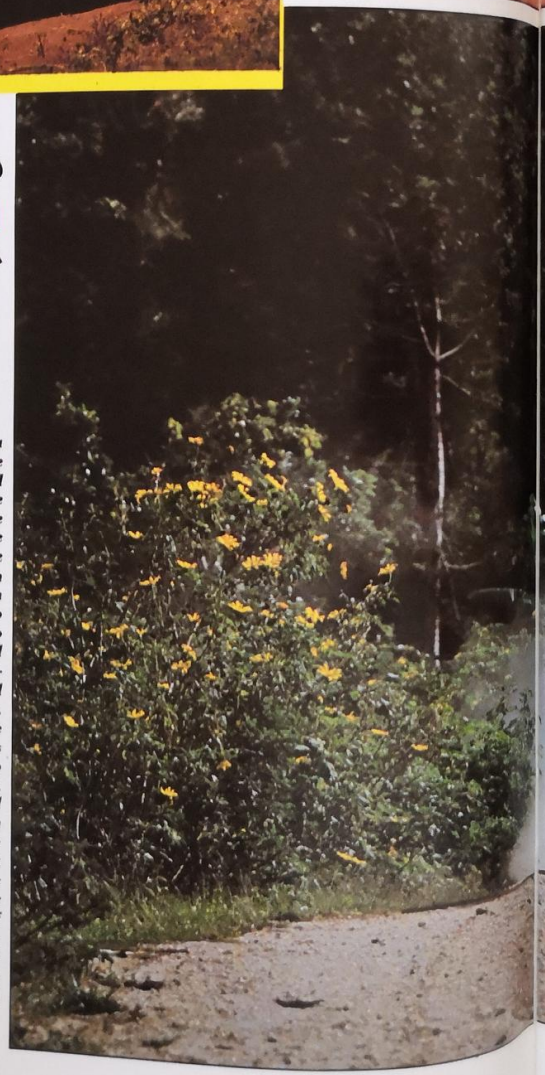


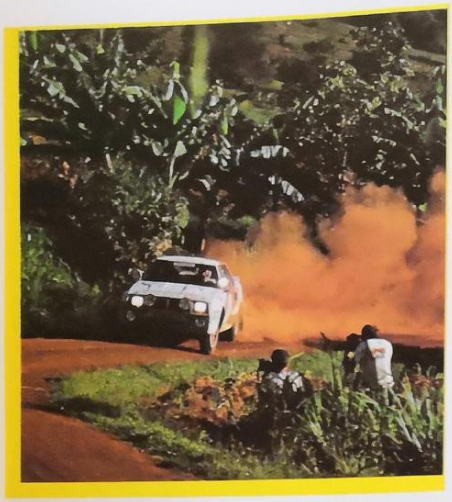


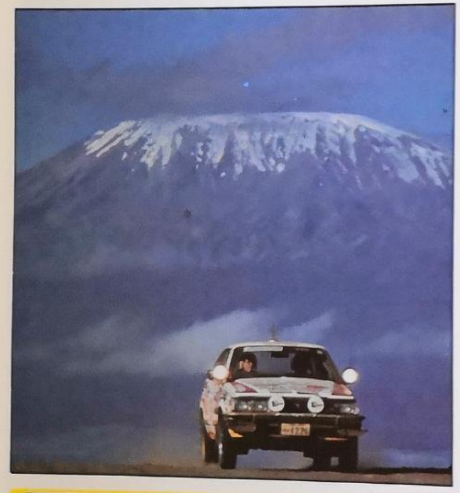


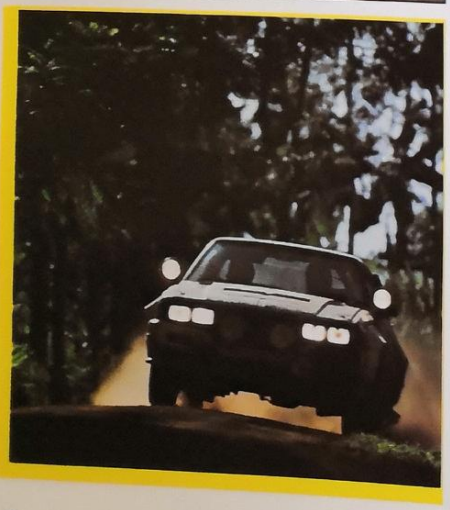
DAVID AND GOLIATH

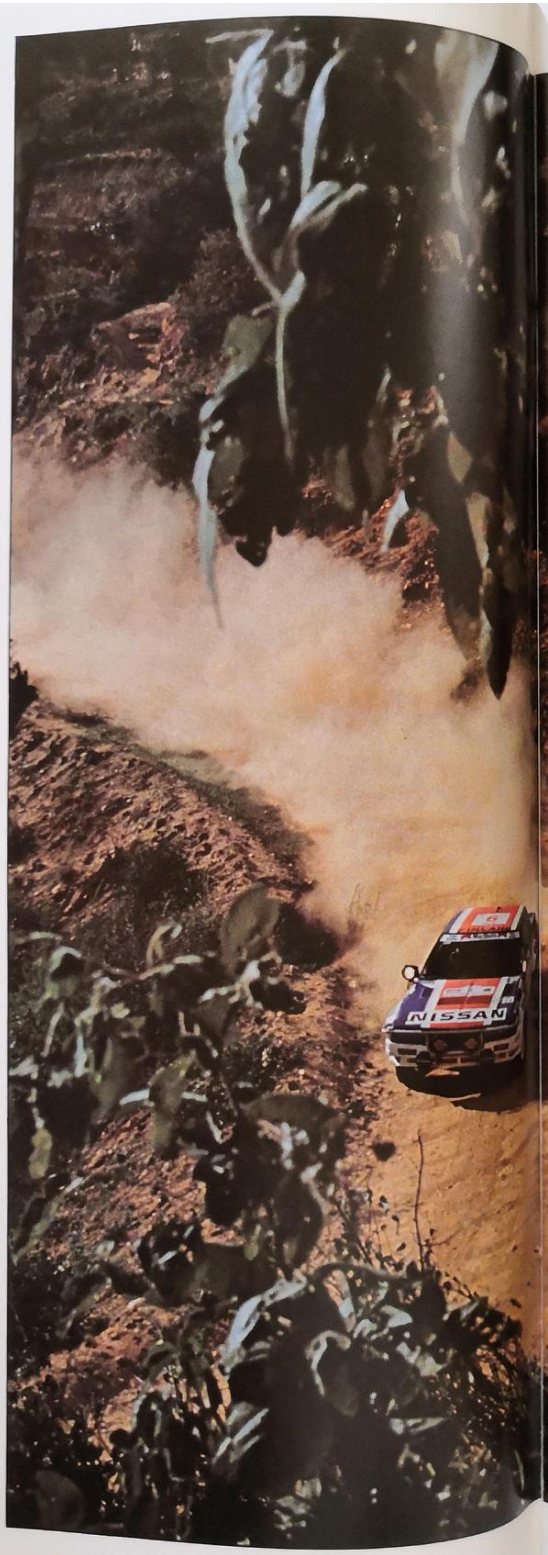
Stig Blomqvist, Hannu Mikkola, Michèle Mouton: to the left and top to bottom. Of the three drivers of the super-power Audi, the Finn alone finished the race. The Swede lost an engine, the French a turbo. The Audis had to lower their colours to their less-sophisticated countrymen, the rear-wheel-driven Opel Manta. Guy Fréquelin, No. 6, with the Christine Laure logo, blew his engine; but Rauno Aaltonen, on the right, made it up to second place. The veteran in his pudding-bowl of a helmet forsook attack for regularity: he managed to keep his car fresh. An example of foresight and tenacity. (Photos: Levent/DPPI, Arthus-Bertrand and Klein)

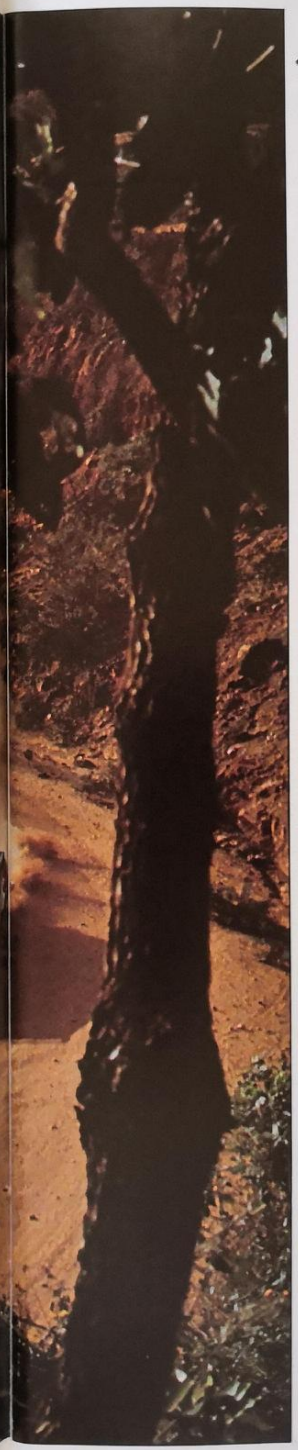










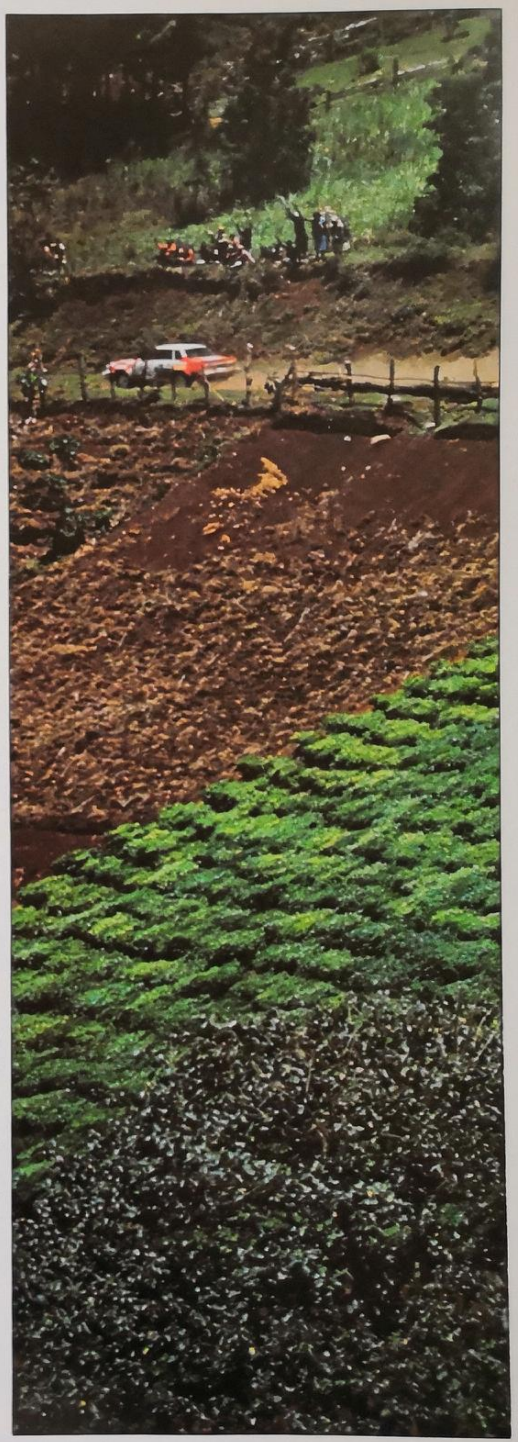


RISING SUN

"It was no fluke that Toyota won. The Celica turbo is powerful, quick at top speed and remarkably trustworthy". Bjorn Waldegaard (upper left) couldn't find enough kind words to describe his car, in which he finished an outright winner. Nissan and Subaru, the other two Japanese manufacturers signed up for the commercial conquest of Africa — which is what the Safari has become — were slightly less successful. And that's not counting a minor brush with a bush-taxi on the open road: without that incident, Shekhar Mehta (Nissan No.5 on the far right) would certainly have finished among the leaders; but his team-mates Mike Kirkland and Timo Salonen, signed up to race in the blue-and-white colours of importer D.T. Dobie (middle), both ran into trouble. The Kenyan had a leg broken by a local bandit-driver during a pit-stop and the Finn, amongst other problems, had a broken steering rack and rear axle.

As for the little Subarus with their smaller cylinders (middle and lower left) they depended on a storm to work their way up the field. Unluckily for them, the rainy season just didn't come.

(Photos: Klein, Levent/DPPI and Arthus-Bertrand)

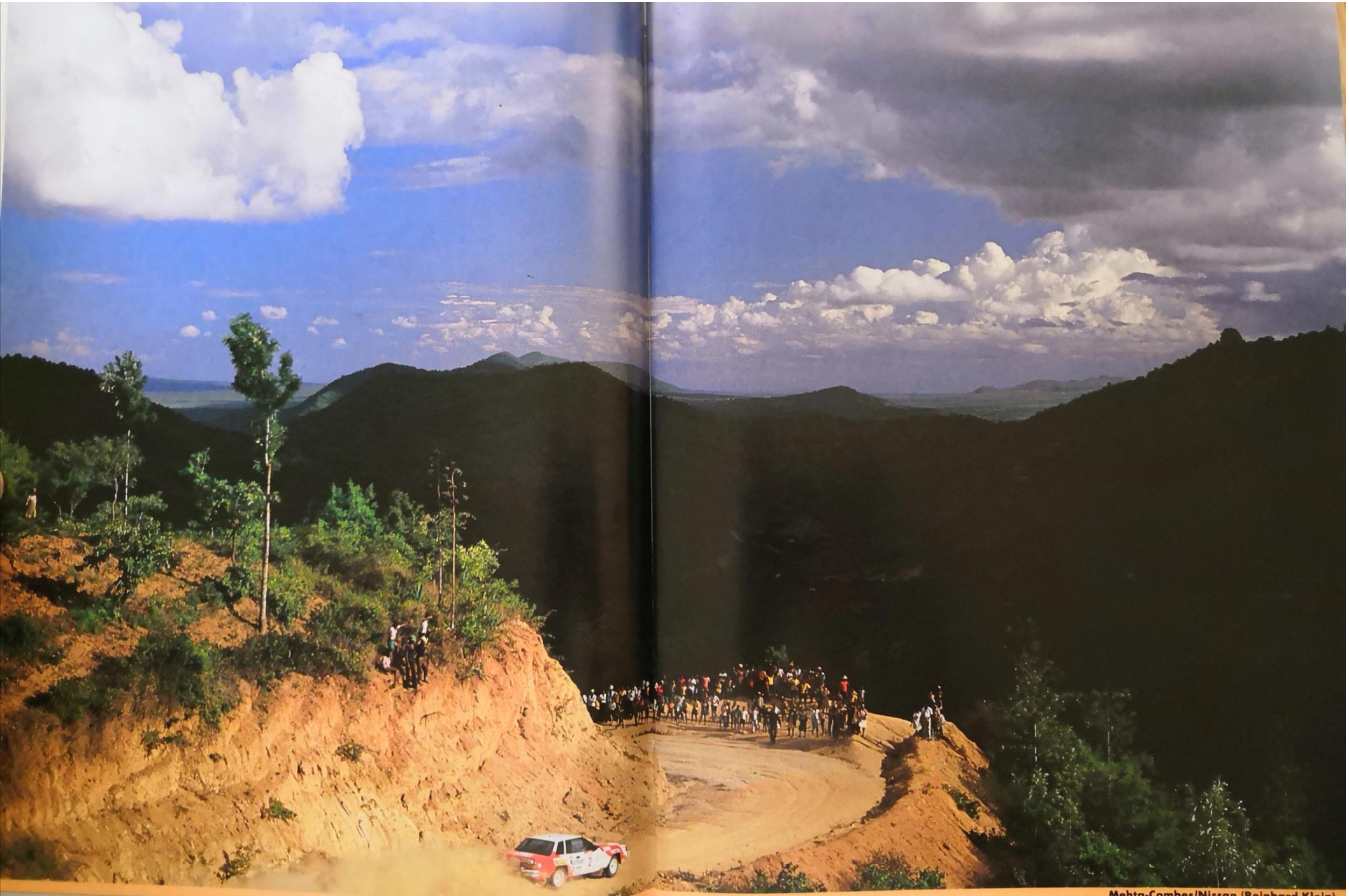


Salonen-Harjanne/Nissan (Yann Arthus-Bertrand)

A SNOW TIPPED KILIMANJARO AND THE GAILY CLOAKED WANDERER WERE SOLE WITNESSES...

Waldegaard-Thorzelius/Toyota (Yann Arthus-Bertrand)

A MAKESHIFT GRANDSTAND IS SOON ERECTED FOR ONE OF THE SAFARI'S IMPROMPTU SPECTACLES



Mehta-Combes/Nissan (Reinhard Klein)

WOE BETIDE HE WHO IS OVERWHELMED BY SUCH MAGNITUDE APPROACHING THIS BEND...

Aaltonen-Drews/Opel (Yann Arthus-Bertrand)

A GLADE IN THIS GREEN HELL, A CAR SLIDES ALONG. KENYA PROVIDES BREATHTAKING COLOURS

Waldegaard-Thorzelius/Toyota (Yann Arthus-Bertrand)

THE BUMPS ARE BOUNTIFUL, THE TRICK IS NEVER TO SLOW DOWN, EVEN WHEN LOPSIDED

MOMBASA BEACH

IT IS AN ASIAN CITY ON THE AFRICAN COAST. THE FEEL OF THE ORIENT IS STRONG IN MOMBASA, EVEN IF THE CITY'S FAMOUS FORT JESUS WAS BUILT BY PORTUgese settlers. Here on the shores of Kipling's Indian Ocean, Islam has reigned since long ago. White mosques nestle amongst tennis courts and Anglican churches, relics of British presence more readily felt in Nairobi. To go down to Mombasa, there is only one unbusy road, from which you can catch a glimpse in the distance, on the Tanzanian side, of the eternal snows of Kilimanjaro. The road takes you past the game reserve at Tsavo. At the turn of the century, coolies imported from the Indian Empire to build the railway between Mombasa and Kisumu, on Lake Victoria, were constantly victims of attacks by man-eating lions. In his memoirs, Colonel Patterson tells how he had a giant trap dug around the workers' camp to solve the problem of the lions. Two Indians armed with rifles were placed in the traps as bait. It would appear that building a fence would have been too costly...

Those days are gone, of course, and Kenya has for twenty years now been an independent nation. British colonialists no longer organize the Safari Rally, for example; today it is run by a group of Kenyans of British or Indian descent who make up the directing body. The black community does not find much representation on the drivers' side, either. The local stars have names like Mehta, Singh, Choda (those of Asian origin) or then again Preston, Kirkland, Hellier, Horsey, all as white as Londoners. Far be it from us to serve up some commentary on a new wave of neo-colonialism or to expound on theories (misguided, at that) concerning the third world. We simply noted that the Africans seemed most unconcerned by this game in which no-one had invited them to take part. Mike Doughty, a former navigator with Mehta who is today a co-organizer of the Marlboro Safari Rally, will answer that the co-pilots' school he created, with the African population of Kenya in mind, had very little success. Perhaps a drivers' school would fare better.

In any case it is in Mombasa, on Thursday evening, that the rally stops for a two-hour break in the middle of its first stage. This year's resting place is the Mombasa Beach Hotel, one of those vast palaces built on the edge of the beach, along the coast going towards Malindi. This is St. Tropez for weary Nairobians (if you will excuse us the barbarism), a hot sandy Mecca for German tourists, with miles of unbelievably clear blue horizon and palm trees. Moving away from the sea and up the coast in a transversal line, there is the beach, then the pools, the villas (vacation homes), and the hotels (Serena Beach, Whispering Palms, Severin Sea Lodge, White Sands) and finally a path leading to the main road, and, on the other side of the road, Africa.

Collapsing shanties, children in tatters and nervous constabulary who are making sure, this evening, that none of them get anywhere near the rally cars. A speaker crackles to life as the cars begin to arrive, one by one. The rally chairman, Mr. Parkinson, gets two rounds of applause, the sky turns orange as night falls and the waters of Mombasa Beach Hotel's swimming pool take on a green hue as the spectators hope for a local win. Preston and Mehta get some cheers from the crowd as does, curiously enough, Wittmann: curious, until you realise the cheers are from the German hotel guests. The restaurant quickly fills up with familiar faces. Alen demands his steak, exasperated by the slowness of the waiters; next to him, the man with the earring is Preston Junior. His father won the Safari in 1954 and 1955.

Going from table to table, a bare-footed bronzed Lolita sells charm bracelets. A left-over from the sixties, she turns out to be the daughter of another former winner of the Safari, the coffee farmer Tommy Fjasted, of Swedish origin, who won in 1962. *"If the drivers took up meditation, they would be more efficient,"* she comments, right to the faces of a few weary-looking team members. We don't know of any who have put that sort of spiritual effort into rallying, but there are many who follow the advice who of the Lancia team guru, Dr. Bartoletti, watching, as always, from the shadows this evening. He ministers to his protegés (in the event Alen and Preston) and has a carefully planned diet for them. Markku is never seen without his magic thermos, from which he takes a gulp every three quarters of an hour. This secret blend of proteins, minerals and other natural elements is supplemented by an equally special lotion for an "invigorating shower", also concocted by "il dottore".

This lotion is made of a bluish plant extract which the Indians in the Amazon use regularly to massage their bodies. Importing the vegetable matter in question from Brazil is no easy feat, but then what wouldn't they do in Torino to keep Alen in tip-top shape? A little later, on Thursday night, the rally takes off again, in the direction of Nairobi, via the Taita Hills. Kenya is a vast land in which Mombasa is but one exotic splash of colour. The air here is so very hot. At night, as you walk along the beach, it feels like a caress to be remembered forever.

EXTRA

Markku Alen (photo: Yann Arthus-Bertrand)

LOCAL COLOUR

THEY ARE CALLED 'MATATU' HERE: COLLECTIVE TAXIS, MINIBUSES, SMALL TRUCKS OR RE-DESIGNED LORRIES. THESE ARE TO AFRICA WHAT TRAINS ARE TO India. They are considered a "paracollective" means of transport, which does nothing to impede their efficiency. Chock-a-block, rickety, badly driven, they add to the colour, the noise, the dust and the danger of Nairobi. Kenyans pack themselves in, be it to go 'round the corner'or far off towards the South, in the direction of Mombasa.

The road is not the exclusive territory of the matatu, however (when road there is; often it is just a bumpy dirt track): coming up from the South, one crosses lorries busy connecting the Indian Ocean with the lake region of Africa, and they too transit through Nairobi. As a result, the number of motor accidents there is three times what it is in any British city. "Le Monde" notes that few Third-World capitals have escaped the tyranny of the automobile.

They drive on the left here: a word of warning to pedestrians freshly arrived from the European continent, be careful when crossing! Nairobi is a real African city, horns honking, people scurrying, and well-manicured Oxfordian lawns hug the sides of discreet yet appalling slums (kept well hidden away) and an industrial park which makes one dizzy, if you are brave enough to enter it. It is a smoky labyrinth of burning fumes, a mismatched assortment of uninspired industrial architecture, buildings on the verge of collapse. The rainy season is about to commence, but the few drops which give the pavement a bit of shine every morning and evening are not enough to freshen the air. Especially here. Scattered around the four corners of this playground for Dickens there are garages which, from the outside, don't look like much. Inside, surprisingly, they are well equipped and are protecting the fragile productions which certain car manufacturers will be sending to the Safari Rally. Far away from prying eyes, in these surroundings which would frighten off a sensitive spirit from the RIGHT side of the tracks, Lancia, Opel, Nissan and some Toyotas are preparing their cars for the start on Thursday of the only REAL African rally.

The center of town is not lacking in garages, however, and Audi did not hesitate to use them for its four thousand two hundred and fifty backup cars. No, I was joking. For the exact number, refer to the Cockpits section of this issue. Rally Paranoia seems to have stricken the men from Ingolstadt, while on the Japanese side, at Toyota for instance, it could be Cape Canaveral the night they launched Apollo XI.

Who are you, where are you from, what do you want, no, wait, Mr. Liddon isn't here, Ove Andersson arrives tomorrow. Photographs? Out of the questions. You must make a special request, come back later, the press card isn't enough. After some insistence on our part, team manager Henry Liddon, who is off in the brush somewhere, is contacted by radio and sends back word that we can photograph the revolutionary exchanger of the supercharged Celica Twincam engine, a bit of technical back-talk which should interest our mechanically inclined readers (no need to get excited, it's a perfectly ordinary exchanger).

From Toyota's Nairobi space center, let's go over to Nissan for a moment. There, cars have been dissimulated in a hangar which looks like a deluxe loft (a tribute perhaps to the originality and visual appeal of the 240RS) and in any case looks nothing like a garage. So my friend Gilles Levent and I need that much more time to find it. No rush, only three more 'garages' to find and two hours to get the films to the airport.

But I digress: the trip was well worth it. In the Nissan hangar, a fleet of beautifully polished cars (I would have said they were 'rutilant' had I not learned since that the adjective is used only in conjunction with the colour red) beautiful maps of Kenya which go over the country with a fine-toothed comb, a frantic-looking engineer who rushes forward to meet us with a slightly forced smile.

No, Subaru did not send us to steal the plans of the famous 240RS; no, no-one has tried to copy it; yes, of course, we will content ourselves with a photo taken from a distance. Can we get a little closer? The Japanese politeness is not an invention of your local travel agency. The engineer, visibly embarassed, not wanting to show it, allows the honourable visitors to get on with their work without opposing their journalistic designs. Between professionals, things can always be worked out.

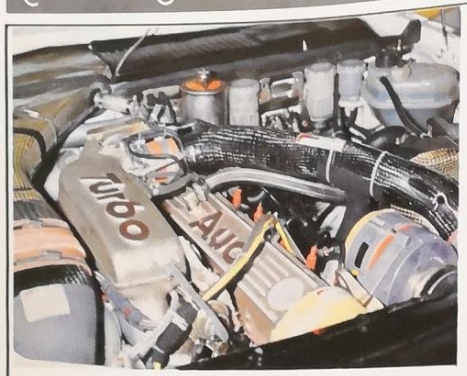
Time now to rush over to Opel. G.M. has an impressive installation in the heart of the industrial park. Easy to find, right? Wrong. The rally team isn't there. We find barracks where the Germans have parked their Mantas completely by accident, in the course of looking for Citroën. Tony Fall is there, which saves us some time-consuming negotiations. The day continued at the same rythmn... three days before the start, and the race was being prepared in the shadows.

Fully aware of the importance of our mission, Levent and I carried the fruits of our labours to Kenyatta Airport, where we had a bit of a wait before our freight was checked in. At the same time, large men dressed in khaki were unloading heavy crates from the back of a lorry.

Apparently they were machine guns, bound for some destination we did not inquire about.

That served to remind us that two years ago, the air force tried to depose the government of Daniel Arap Moi. Nairobi was the scene of some violence, with bloodshed, rapes, the vandalising of the Hilton. The mutinous faction lost their bet, however, and order was restored in a few days: there was no interruption between the 1982 Marlboro Safari Rally and the 1983 edition. Outside of the country, not much was made of the aborted coup. The would-be revolutionaries decried, among other things, the corruption of the government in power. Without retracing all of Kenyan history, it's true that our freight would not have got off the ground on Monday had we not left an extra note with the customs agent. Africa, land of contrasts...

Audi garage before the race (Photo: Reinhard Klein)



AUDI

1. Mikkola-Hertz (SF) (S)
3. Mouton-Pons (F) (I)
5. Blomqvist-Cederberg (S)
12. Wittmann-Diekmann (A)
15. Wurz-Brandstetter (A)

They're pulling out all the stops at Audi Sport to ensure that, this year, victory is theirs in the Safari. Last year, their Quattro seemed ready to take first place but in the end it was Ari Vatanen's Opel which had the last word. The team, which is made up of 70 people (50 of which have come specially from Germany) is directed by Roland Gumpert. The back-up is equipped with a veritable army of land vehicles, which have been made available to Gumpert and his engineer Fisher for the night stages: 8 Wolkswagen minibuses, 4 Volkswagen IItis 4×4 for "emergency assistance", 7 Land Rovers and Toyota Land Cruisers, 2 Isuzu 4×4 Troopers. For the diurnal stages, the German team-manager will be using the Audi helicopter, and his assistants have two airplanes at their disposal. And finally, the two top rallymen Lasse Lampi and Kalle Grundel have two Quattros for ultra-rapid assistance. These two cars, called chase cars, are right on the heels of the pack which is in the lead, and in fact interposed between them and the national teams engaged in the race. There are 26 assistance points planned for each stage, and one begins to understand why the Safari is an expensive rally, by far and away more so than any other race in the world championship. On the other hand, Audi at least feel that they need less human resources here than they do in Monte Carlo.

The three official Audi Quattro A2s of Mikkola, Blomqvist and Mouton went through reconnaissance on dry terrain with no major hiccups, with the exception of the latter two getting stuck in sand. They are sporting their "African" get-up: all-over reinforcement to resist the hardships inflicted by dirt tracks, additional fuel tank to get them through the long stages, bringing the total capacity up from 120 to 160 litres, gearbox ratios up to each individual driver, who have the choice between short (182 km/h maximum), middle (201 km/h maximum) and long (215 km/h maximum). The last of these is especially useful in the first stage, where certain tracks can easily be negotiated at over 200 km/h. The clutch has been equipped with a new air-cooling system, which was sorely tried when the cars were fording rivers and streams. The result was the sealing up of any orifice which could have let water through. The suspension joints are made of rubber now, and the Audi Quattros are using Michelin TRX tyres of the M4, M8, M9 and J4 types, specially designed for the Kenyan terrain. In anticipation of inclement weather, Fabrizia Pons designed herself a special "navigating" outfit - the term takes on its full meaning during the rainy season - which is totally submersible, with plastic-covered notes and a route notebook attached to the roof. The last time the Number 3 Audi had forded a stream, several days before the start of the race, the result had been, shall we say, damp.

In the heavier "Special Safari" model, the works Audi Quattros have a weight of nearly 1300 kilos, and their 2109 cc 5 cylinder engines, with KKK turbochargers, have two valves per cylinder, Bosch Motronic fuel injection, and develop approximately 380 horsepower at 7000 rpm.

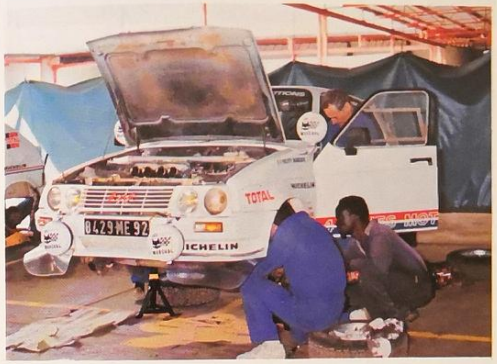
The two Quattro A2s entered by Wittmann and Wurz are not factory-sponsored entries. The latter, holder of the European Rallycross champion's title, is using a Pierburg injection system, Kleber tyres and is sponsored by Piz Buin suntan creams. He is not, however, benefitting from the additional fuel tank. His next appearance will undoubtedly be either in New Zealand or the Ivory Coast.

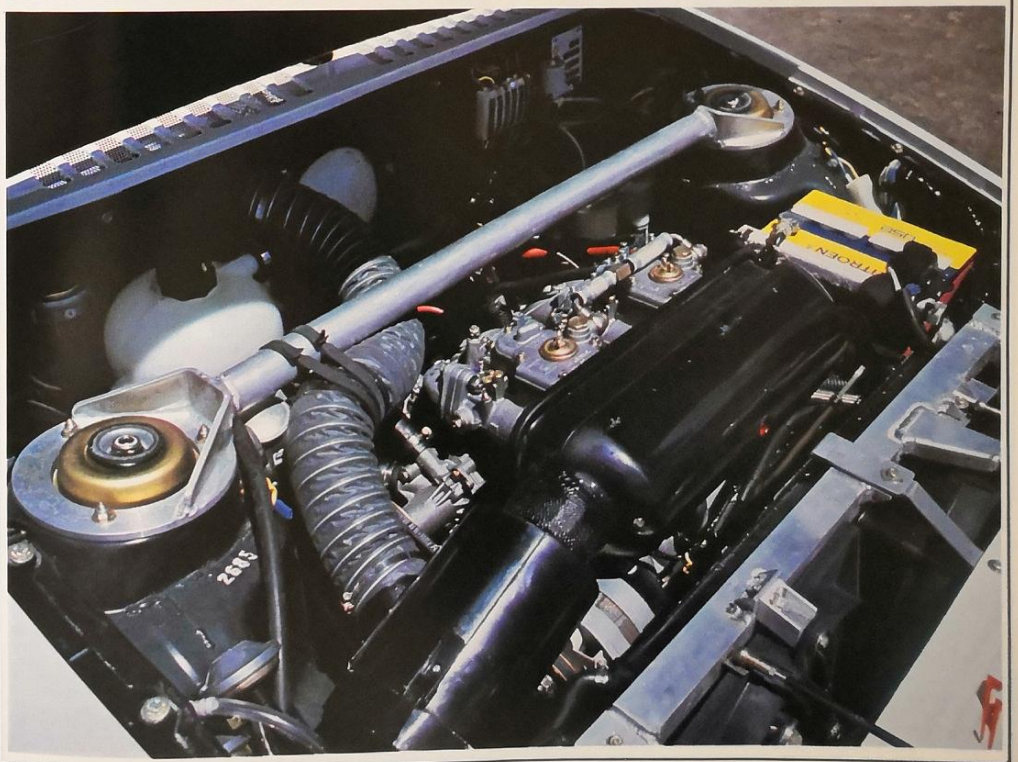
CITROEN

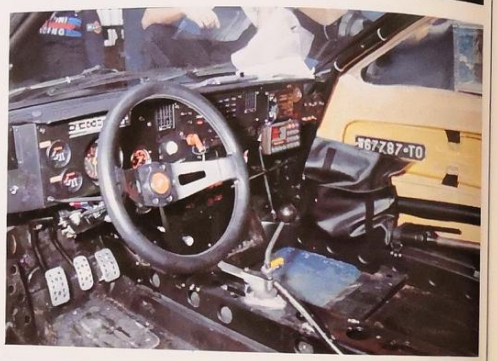
14. Chomat-Breton (F).
19. Wambergue-Tilburg (F) (EAK).
21. Rio-View (F).

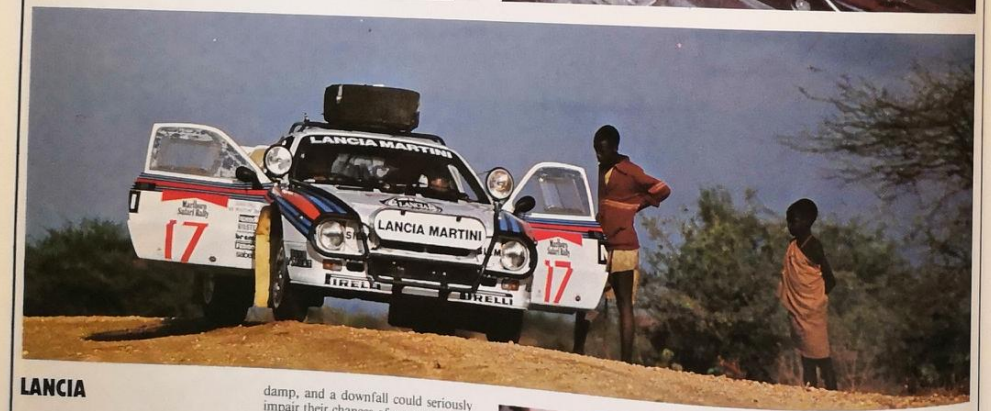
The Citroën Visa "1000 Pistes" (whose name comes from the French rally which takes place within the confines of the Canjuers military camp) are appearing here for the first time in a world championship. They have four wheel drive, an additional axle having been added at the rear. Their small (1434 cc) engines develop 147 horsepower. In spite of their light weight - only 890 kilos in the Safari version - their power-to-weight ratio is not one which should cause the potential winners of this rally much worry. On the other hand, they should be specially well adapted for getting across the trickiest of mud-holes, which will certainly work to their advantage this year, when the Safari takes place in the middle of the rainy season. Guy Verrier, who oversees Citroën's competition service, has come to Kenya with the intention of breaking in a team which a 4 wheel drive BX model that will surely be more ambitious a car than the Visa.

The drivers went out to inspect the terrain driving practice cars which were identical to the race cars, coming from the same 20 series known as "model evolution". The principal difficulties they encountered were with suspensions, the shock absorbers proving to be too stiff for the conditions on the dirt track, and the heat. Different types of kevlar protection were tested for the underside of the cars, but all proved too fragile under the strenuos conditions. In the end, Citroën reverted back to classic steel shielding for the race. The rear axle has been the object of extra reinforcement, and the transmission connected to it is coupled with an auto-blocking differential whose maximum slippage is 40 %. The Visa "1000 Pistes" have a top speed of 170 km/h, which is very low and a serious handicap in the first stage, which is both quick and hard on the cars. The back-up consists of 22 people, 16 of whom are from the French competition service. At their disposal are 3 Citroën minibuses, four normal vehicles and three rapid-intervention assistance cars, which are in fact the cars that were used for scouting the terrain. The tyres are from Michelin, and Total is supporting the team with petrol. The Visas will next be on the rallying scene in world championship events at 1000 Lakes, San Remo, and maybe RAC if their 1984 budget has not been exhausted by then.









LANCIA

7. Alen-Kiwimaki (SF)
17. Preston-Lyal (EAK)
43. Criticos-Murton (EAK)

Cesare Fiorio, Lancia's sports director, is not over keen on the Safari, considering it an adventure that does not provide him with enough control over the course of events. However with the help of his driver Vic Preston junior, he has taken great care in preparing this decisive race. Vic, a local driver, has already won two races in Kenya over the last few weeks. Martini-Lancia are hoping for dry conditions for the race, or at least slightly damp, and a downfall could seriously impair their chances of success compared to the Audis, who, with their four wheel drive, against Lancia's rear wheel drive, have a clear advantage. During the reconnaissance they discovered a few bent shock absorbers and problems with the dust that had managed to penetrate the engine. A new airfilter has been fitted for the race in an attempt to overcome this problem. The 037s have been fitted in the front with a supplementary fuel tank of a 15 litre capacity, they also carry the new front and rear bumpers which have the added advantage of facilitating the extraction of the car should it get stuck in the sand. The new Pirelli tyres have been especially studied for the Safari. The "African version" car now weighs 1080 kilos and the four cylinder engine of 2111 cc with four valves per cylinder, volumetric compressors ("volumex") Abarth, and the Bosch Kugelfisher fuel injection

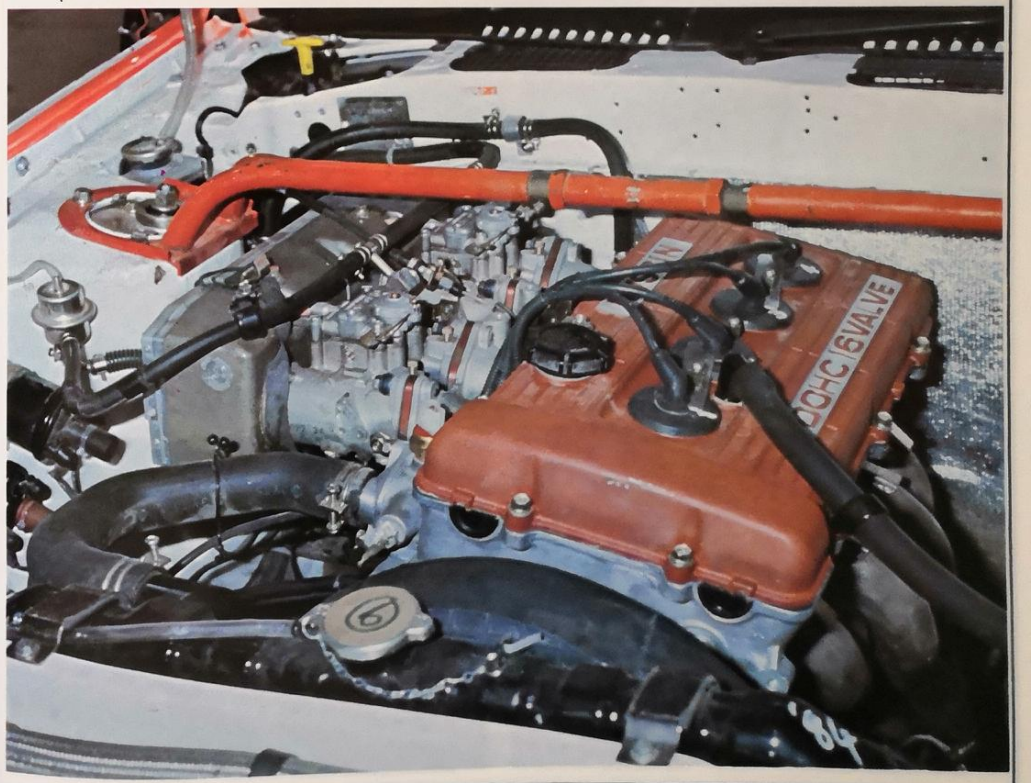
develops 320 hp at 8000 rpm. The team comprises 23 mechanics, spread out in several mini buses and all terrain vehicles. Cesare Fiorio, follows the rally by road, Nini Russo by plane and Giorgio Pianta, with a mechanic, by helicopter. Fiorio who had intended to leave the Safari before the finish in order to get back to his Lancia LC/2 competing in the world endurance championship in Monza on Easter Monday, was complaining about the unfavourable conditions affecting his team from the beginning of the season: *"Snow in Monte Carlo, Alen's burst tyre in Portugal, which lost him the race, and an unfavourable draw for his departure number in the Safari. With his number 7, Markku Alen will already have lost ten minutes between Nairobi and Mombasa. The dust will be a further handicap hiding the traps along the roads"*, he predicted before the departure.

NISSAN

2. Mehta-Combes (EAK)
9. Salonen-Harjanne (SF)
11. Kirkland-Levitan (EAK)
20. J. Shah-Khan (EAK)
29. Iwashita-Nakahara (J)

Shekhar Mehra, at the wheel of his faithful Datsun Violet, had won four consecutive victories between 1979 and 1982 but the Nissan group lost its superiority in the African rally in 1983. Last year the 240 RS proved to be too fragile and the engines of both de Salonen, who had been leading the race, and Mehta, had broken. The factory has done everything in its power to avoid a recurrence of such mishaps, and a serious approach to reliability has been adopted, coupled with - which is paradoxical - an increase in power. The 240 RS weighs in at 1240 kilos with its African equipment, the engines being 4 cylinder in-line of 2340 cc, four valves per cylinder, two Solex carburetors developing 280 horsepower at 8000rpm, as against 260 horsepower at the last Monte Carlo Rally. The suspensions of the cars, which have engines at

the front and rear wheel drive, have been stiffened. The brakes are British APs, and the 15" wheels will be wearing Dunlop tyres, reputed to be unpuncturable. The petrol tank remains the same and contains only 100 litres. The gear box has been passed in review subsequent to the problems experienced by Pitkanen at the last rally of Portugal.
The back-up consists of 80 people, who make up three quarters of Nissan's personnel in Kenya. They are divided among 31 vehicles. The director of competition in the Japanese company, Mr. Wakabayashi, is on the spot to oversee the operations. The 240 RS driven by Mehta, Salonen, and Kirkland are running under the colours of D.T.Dobie, the local importer - and in Mehta's case under Marlboro colours as well - whereas Jayant Shah and Yoshio Iwashita will be behind the wheels of private cars, which is not to say that one shouldn't keep as close an eye on them. Three chase cars will be tailing these five crews, one of which will be driven by Terry Kaby. An airplane is standing by, but there will be no helicopter at Nissan, their opinion being that a helicopter was not a quick enough method of transport.



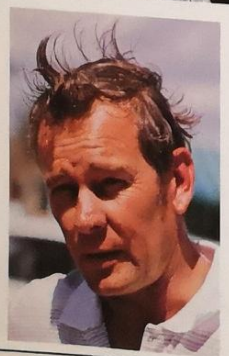
OPEL

6. Frequelin-Berglund (F) (S)
10. Aaltonen-Drews (S) (EAK)

Rothmans has disappeared from the hoods of the Opels but the German factory has filled the financial gap in order to ensure its presence at the African rallies, the only ones left which it still has a hope of winning. That because of the traditional concept of the Manta 400, with its front engine and rear wheel drive. In Kenya last year, the Ascona had been victorious in a spine-tingling finish. This time, Guy Frequelin, 1983 French champion, and Rauno Aaltonen, who has been chasing a victory in the Safari for 20 years, (he dates from the grand era of Minis in Monte Carlo in the mid-sixties) will be driving the German cars. They have been newly painted in the colours of Euro Team Opel. Since the month of June 1983, the team of Englishman Tony Fall, a former rally driver, has been in Kenya getting ready for the confrontation with Audi and Lancia. Their main effort has been to gain as much weight as possible with the use of kevlar wherever they can. The Manta 400s weigh 1098 kilos in their Safari version, are reinforced in every conceivable manner, and have specially adapted suspensions. Their top speed is 210 km/hour for 275 horsepower, which constitutes "phase 3" of the 4 cylinder 2420 cc engine's preparation. Rauno Aaltonen conducted most of the tests, with the help of the young German hopeful Weber who will be driving the team's chase car during the race. The team itself is composed of 24 mechanics, 2 engineers, 2 team managers, Tony Fall and Jochen Berger, scattered among various vehicles and an airplane.

"Last year, we won by luck," said Fall before the start, *"and this time, we're going to try to get through without any problems at all"*.

The petrol tank, with its capacity of 100 litres, has not been modified as the Opels use less fuel than the Audis. They will be running on Michelin tyres: M8s at the front and M8s or M9s at the rear, depending on the terrain.



TOYOTA

4. Eklund-Whittock (S) (GB)
5. Waldegaard-Thorzelius (S)
18. Munari-Street (I) (EAK)

Three Celica Turbo twin-cams, similar to the type which had made such a strong showing on the Ivory Coast in 1983, when Björn Waldegaard had beaten Hannu Mikkola's Quattro: that is the lineup from Toyota. The competitiveness in Africa of these Japanese cars is an isolated case: there is nowhere else where they can hope to make a dent. How can they challenge either Audi or Lancia in European road rallies? For the Safari, the Celicas have a comfortable margin of power, their 4 cylinder 2090cc engines developing 320 horsepower for an overall weight of approximately 1200 kilos. In Kenya, however, they need to be able to depend on their suspensions, which already gave them cause for worry a month ago in Portugal. Former Swedish driver Ove Andersson, who heads up Toyota Team Europe, concentrated on this aspect during reconnaissance but was also burdened with an engine which tended to overheat in long, quick uphills, which are not lacking on this course.

Once again, Sandro Munari, former star of the Monte Carlo Rally and the Lancia team, has come out of his retirement. It is a long-standing dream of his to win the Safari, and the car he is driving, while being a private entry by International Casino, benefits from the factory's backup. The three Celicas are on Pirelli tyres, and have the Nippondenso electronic injection system, which seems at last to be working satisfactorily. Only one chase car has been planned, driven by Swedish rallyman Leif Asterhag.

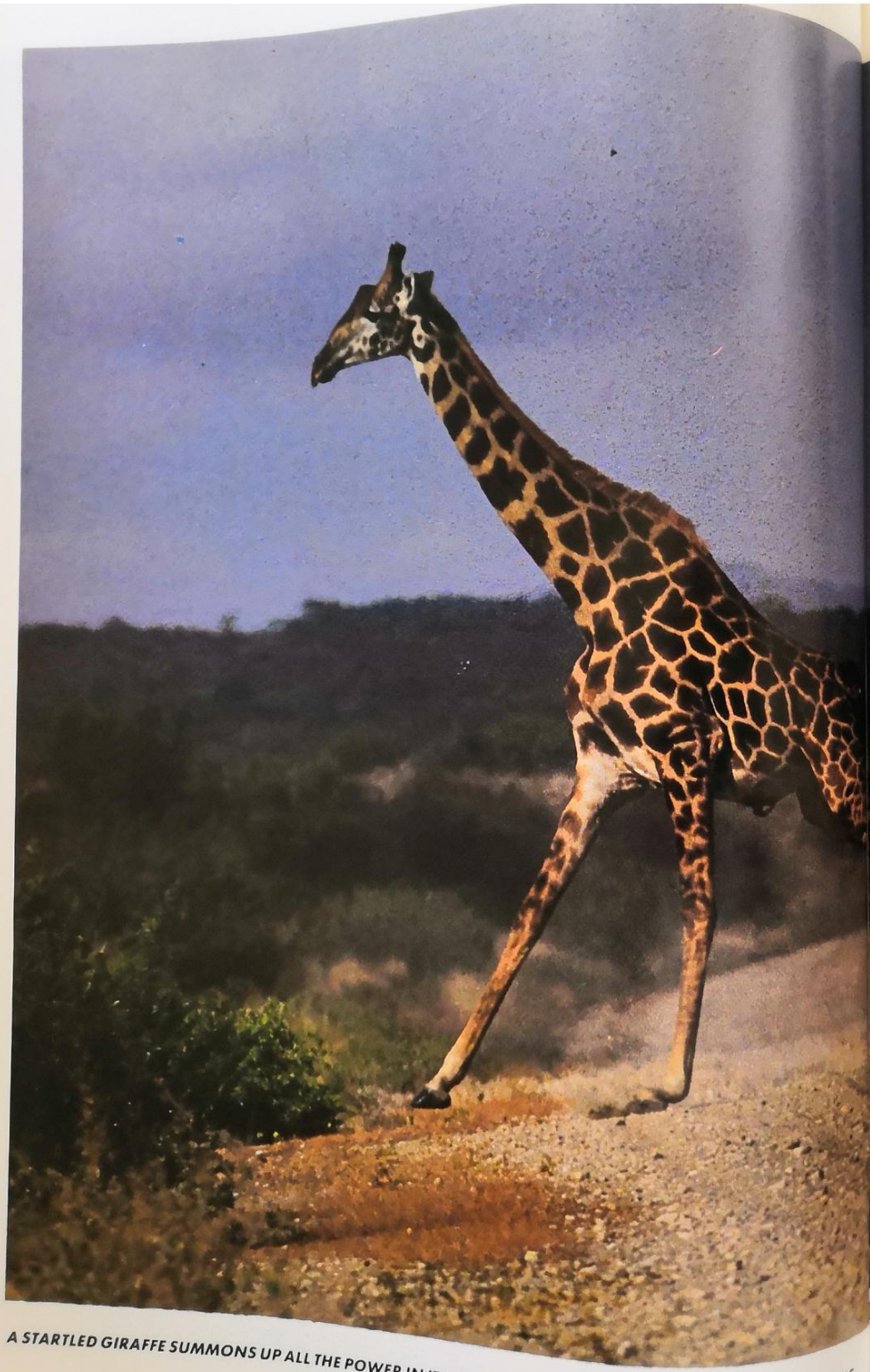
THE SAFARI RALLY DEMANDS HOURS OF PREPARATION. WELL IN ADVANCE, LANCIA [illegible] THE HELLISH

AFRICAN DIRT TRACKS. LUSH VEGETATION, HIDDEN TRAPS AND REINHARD KLEIN RECORDING IT ALL...

WHILE YANN ARTHUS-BERTRAND CHASES A DIFFERENT SORT OF IMAGE, USING HIS CAMERA TO REUNITE THE BEASTS: THE 037 AND A PLETHORA OF PACHYDERMS. HE HAS A PASSION FOR THE PREHISTORIC PLODDERS...

HE IS ONE OF THE PRIVILEGED INSIDERS, PRIVY TO THE MYSTERIES OF THE AFRICAN CONTINENT. MOTOR

RACING OPENS ITSELF UP TO HIM AS WELL: BEING IN MARKKU ALEN'S COCKPIT, A DREAM COME TRUE...



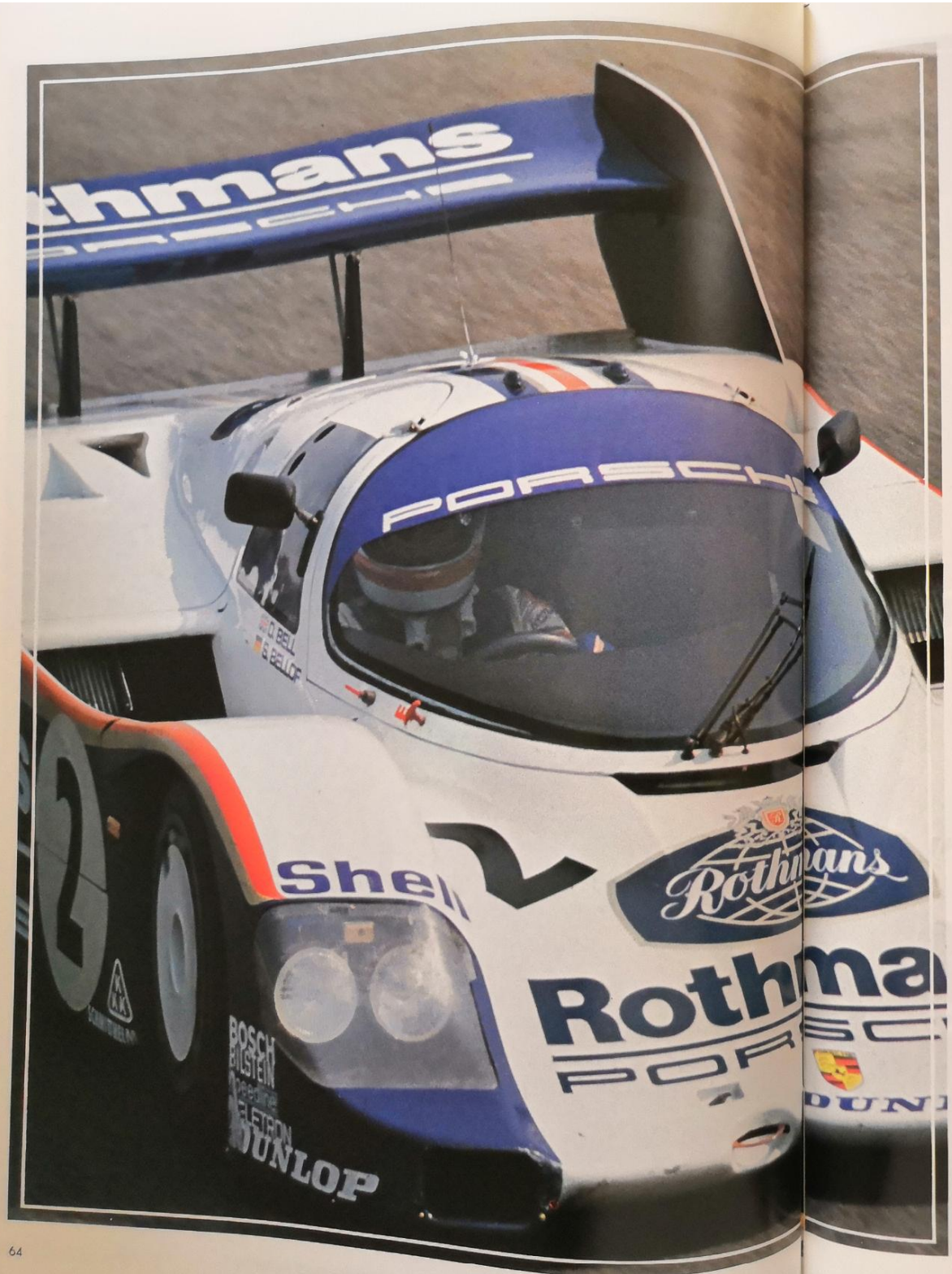
A STARTLED GIRAFFE SUMMONS UP ALL THE POWER IN ITS LONG LEGS TO ESCAPE... ...ING ENEMY. THE

LANCIA GOES SIDEWAYS, THE COLLISION IS AVOIDED, YANN HAS ONE OF THE PICTURES OF THE YEAR...

THROUGH HIS LENS, SILENT TESTIMONIALS TO POWER FOLL

AND PL

ER A PRIDE OF LIONS. FABULOUS KENYA!



Pole position, off into the blue from the start, ahead from beginning to end: it was a dream weekend for the Rothmans-Porsche 956 of Bell-Bellof. The spires of the Cathedral in Milan from a backdrop. (Photos: Vargiolu/DPPI)

GROWING PAINS

AN ARMY OF PORSCHE 956S, A FEW ISOLATED LANCIAS, A SPARSE, SCATTERED CROWD: THE YEARS GO BY AND BEGIN TO RESEMBLE ONE ANOTHER IN GROUP C. THE STAGNATION IS ONLY ON THE SURFACE, HOWEVER. IF PORSCHE IS BOYCOTTING LE MANS, AND A GROUP OF COMPETITORS ARE SOWING THE SEEDS OF A STRIKE AT MONZA, THEN SOMETHING MUST FINALLY BE HAPPENING IN THE WORLD OF ENDURANCE. THE EXPRESSION ''GROWING PAINS'' IS MADE UP OF TWO WORDS. WHICH ONE IS BEST SUITED TO THE SITUATION, 'GROWING' OR 'PAINS'?

by Xavier Chimits

Once the early morning mists have lifted, Monza is a pleasant place to be in these, the early days of spring. Thirty kilometers to the south lies the industrial city of Milan, with its population of two and a half million for whom Monza is a residential suburb. At the heart of the city lies an 800 hectare park, its entrance guarded by an enormous ochre coloured palace, a bit of history left over from the Archduke Ferdinand of Austeria. Two centuries ago, he would come here to spend his summer holidays. There are two golf courses in the park, young people with pointed shoes riding motor scooters, a hippodrome, occasional joggers and some fabulous buildings tucked in amongst the greenery. In addition to all that, there is also an automobile circuit. An autodrome, as they say here. Beware of the gentle pleasures of Monza. Anyone who has happened to be here during a Grand Prix will tell you tales of hysteria, collective madness, the roar of uncontrolled crowds. It's best not to be a driver for Ferrari here on the day of a Grand Prix. Lancia hasn't got a fraction of the renown in Italy which the Scuderia enjoys. And Group C can hardly be compared to Formula One. And yet, in the midst of serious discussion about the problem of the hour, in this case the broken wheel rim on Patrese's car, Cesare Fiorio and his men, huddled at the back of the Lancia tent, were shocked to find themselves set upon by a horde of autograph seekers. They had managed to break through the canvas in a far corner of the Lancia tent. Taken individually, the *tifosi* are without doubt charming people; unfortunately, they seem to move only in packs of hundreds.

Fiorio, tanned and pleasant, albeit looking a little the worse for wear, was delighting himself with the account of his trip from Nairobi to Monza. He was clainming to have set a new record for the liaison, with the help of a few planes and a helicopter. Saturday night, he was at the Safari. The next morning, he touched down in Italy, there to find a tempest brewing in a teapot.

In terms of pure speed as quick as the works Porsche 956 s, the Lancia of Patrese/Wollek didn't make it to the finish line. Too bad for suspense in a race which went Germanic too soon. (Photo: Harald Strebelle)

The problem? It would appear that certain constructors had been upset by, in fact very upset by, the change in regulations imposed by FISA during their meeting in Lisbon. Porsche had been circulating a petition requesting a freeze on the current regulations until January of 1987. It had been signed by all, with the exception of Lancia and Lola, who apparently had to refer back to their American sponsor for permission. On the Saturday, there was even talk about a strike by the constructors, who thought that by delaying the start of the 1,000 km for an hour they would show FISA the stuff of which they were made. With only three teams agreeing to the action, the movement was not long-lived. Such a measure, in fact, was certain to be unpopular from the start. It would have meant another night in Monza for a number of drivers, team managers and journalists, and no night flights to England, France and Germany. Insurrection is such a fragile thing! An uneasy atmosphere still reigns in Group C, however. FISA, whose aim is to give Endurance a global dimension, which means organising a race in the United States, came back on its original decision limiting fuel consumption, and therefore power. Next year, the allocation of fuel will be unlimited. Are we then to believe that the turbos can go their merry way towards the mythical barrier of 1,000 horsepower, if not more? *"Not al all"* answers Cadrigher, FISA's engineer, and something of a reluctant celebrity at the start of this season. *"We believe that it is possible to limit power in Group C to something around 650 horsepower, which seems reasonable, by playng with the adjustment of the wastegate valves to get them to a specific pressure; we could also regulate the cylinders or control the air clamp."*

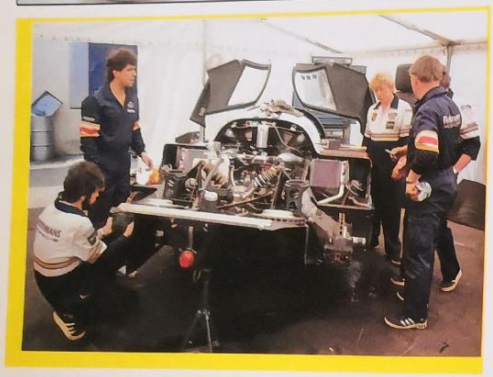
Porsche, however, does not see things in quite the same way. Their contention is both honest and legitimate: we have invested a great deal of money to make our engines consume less fuel. And FISA, out of the blue, turns our efforts to dust with an arbitrary stroke of their pen. What Porsche isn't saying is that the regulations as they exist at the moment suit them better, that they are at the top of their form and have mastered perfectly the fine art of limiting fuel consumption. Which is not the case at Lancia. It is to Fiorio's advantage to separate his team from Porsche, to ignore the petitions which they would have him sign and instead await the propositions with which the FISA committee will define the methods to be used in the 1985 World endurance Championship. Not to mention running to Le Mans while the wolf's not there...

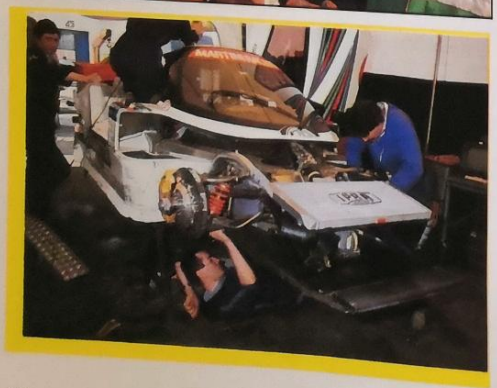
Better to be perfectly forthright about it: Porsche's withdrawal of its works cars from Le Mans has given more than one Group C team cause to rejoice. Could Porsche have been naive enough to think that other teams would join them in their action, especially Lancia? There were strange rumours about it all in the pits at Monza. That Rothmans, for instance, would hesitate to sponsor a private Porsche team at Le Mans. That one was hard to believe. Another one had it that Sonauto was planning to enter one or two cars at Le Mans, whereas everyone knows that the French Porsche importer does not have a warehouse full of 956s... again, hard to believe.

As for the Porsche drivers, things were perfectly clear on that score: they will not be at Le Mans, in a show of solidarity. No chance then for Jacky Ickx to add yet another victory to his record of Le Mans wins: *"I approve of Porsche's action. They needed to make their opinion known. The ACO started out asking for a regulation limiting fuel consumption, and they ended up pushing in the opposite direction, wanting to eliminate all fuel consumption regulations. We all agree that Endurance should have a global dimension, but when Group C was created nobody bothered at the time about the eventual participation of the Americans. In any case I am in agreement with Porsche: if I thought any differently I wouldn't tell you, but it isn't any fun not to be going to Le Mans. Especially when you're my age, I have fewer Le Mans left to race in than the others."*

Ah, Jacky Ickx and the problems of age creeping up. He is 38 years old, with a young man's build and the face of a wise child, a list of accomplishments which doesn't stop, and the fear of getting old: *"Yes, it's true. Life is monstrously short. People who don't think about it don't know how lucky they are. People live as if they were going to be around for centuries. I know that time is precious. So naturally, I see things differently."*

Endurance has known better days, no-one would argue that. Yet the overall field at the 1,000 km of Monza was a more interesting one this year than it was last season. Of the 1983 race, there is little worth remembering: 19 cars at the start, 12 of which were Group C. In spite of a few last-minute defections, in particular from the Tigas, the starting grid of this year's 1,000 km was reasonably well rounded. There was of course an overwhelming proportion of Porsche 956s: they made up nearly one third of the field. Porsche's sponsors would be foolish to overlook the significance of such numbers. Indeed, how can one enumerate the many 956s without falling into repetitions and all manner of stylistic traps? Far easier to write "the Rothmans", "the Skoal Bandit", "the Canon", "the Boss", "the Gaggia" etc... Whereas one would never dream of saying "the Martinis" when referring to the Lancias. On home ground, Lancia had every intention of righting the wrongs of the past and was indeed well prepared to do so. The night after qualifying, however, the winter's optimism was little more than a memory. Patrese had gone off soundly in the morning, after a wheel rim ruptured when the Denlock fixing system went awry. Fearing a similar incident might recur during the race, Fiorio made the decision to do without the Denlock system. On the Porsche side, spirits were equally gloomy. In the space of two days, something like ten engines had broken, hardly an auspicious start to the season. Joest had to have an engine brought in from Germany on Sunday night, and Boutsen and Hobbs were still in it thanks only to the Porsche factory which gave up one of its engine blocks to the Fitzpatrick team. □

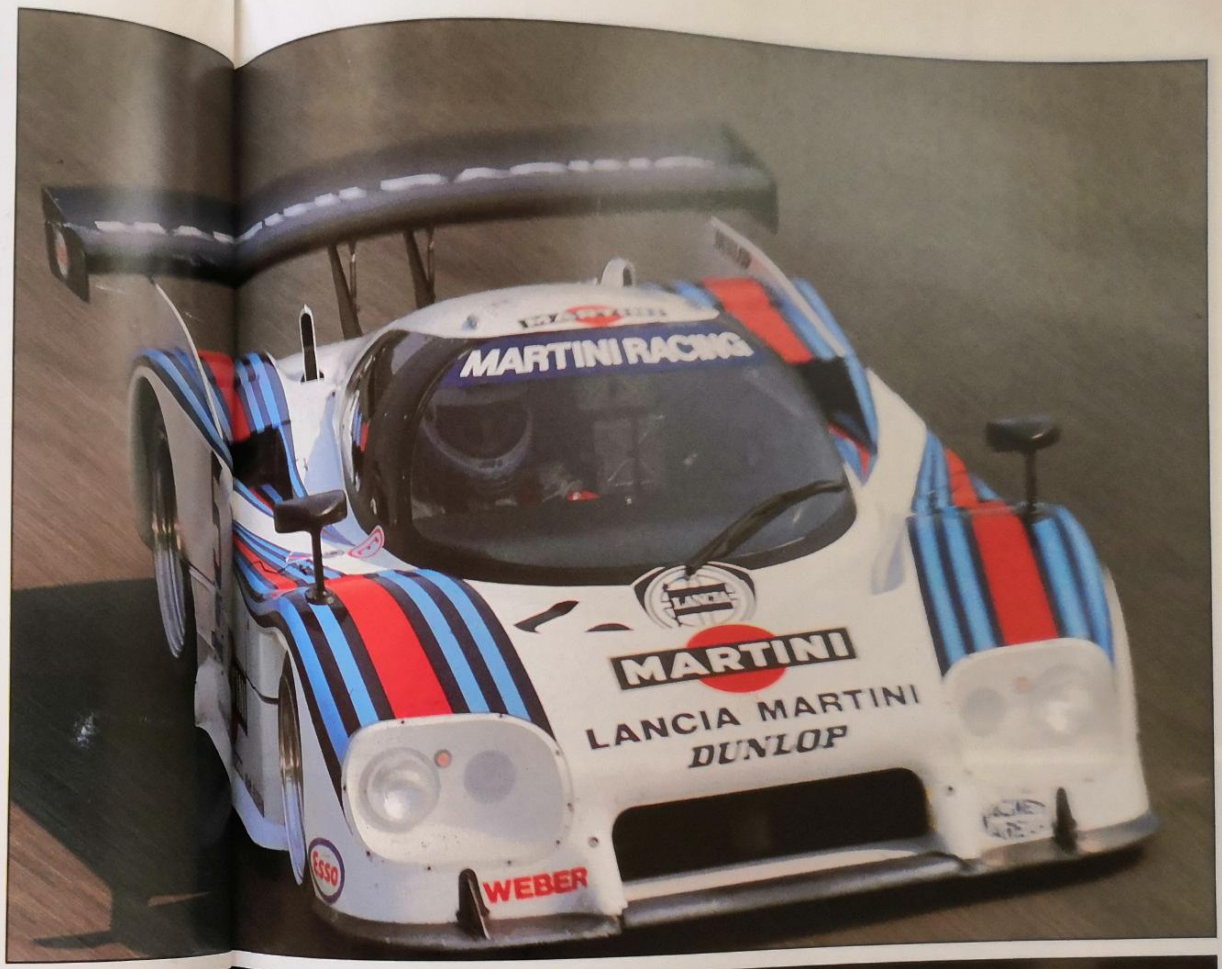


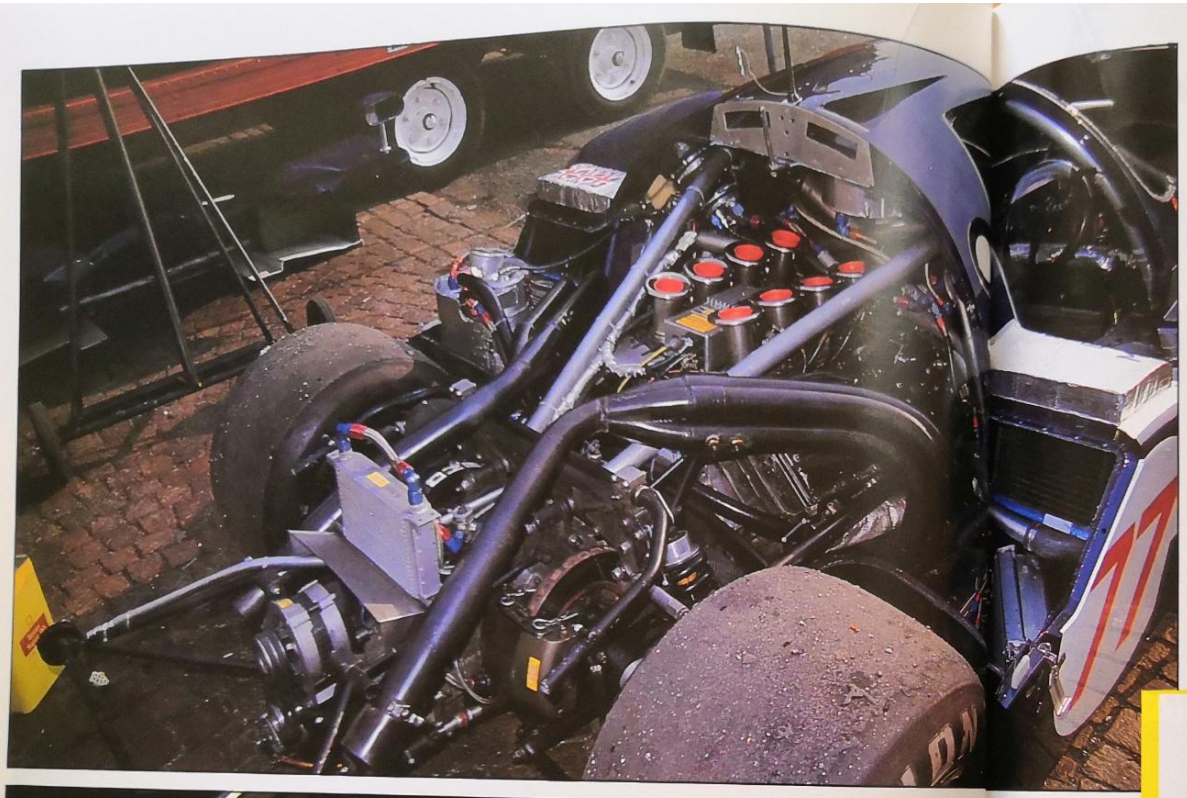


DRAWING A BLANK

After the by-play of 1983, the world expected a great confrontation between the Rothmans-Porsche and the Martini-Lancia. No such thing happened. Circumspect the pair of them, and the cat and mouse game burned on a short wick. A great start from Bellof, later relayed by Bell in the No. 2 956, and, compared to the leading Italian car, a less competitive LC2 for Baldi (top right). Wollek and Patrese, who drove it (lower left) had to deal with a low turbo boost, a brief brush by the Italian and the beginnings of a fire which put them out for the count. A second place was not what Ickx and Mass expected by way of reward, particularly as their 956 (top left) had no problems. The race ended with a question still to be answered: had Rothmans-Porsche sent for special fuel from Germany for the race? Ickx and Bell said no, a number of private entries said yes. Each to his own trade...

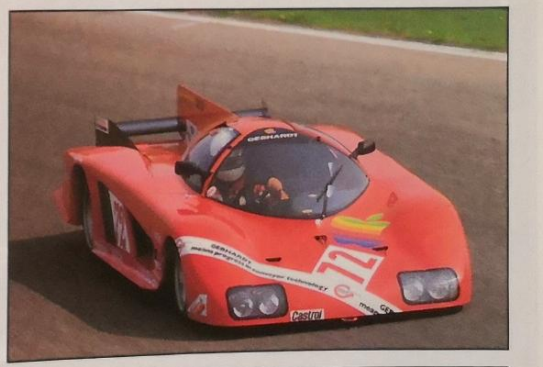
(Photos: Vargiolu / DPPI and Strebelle)

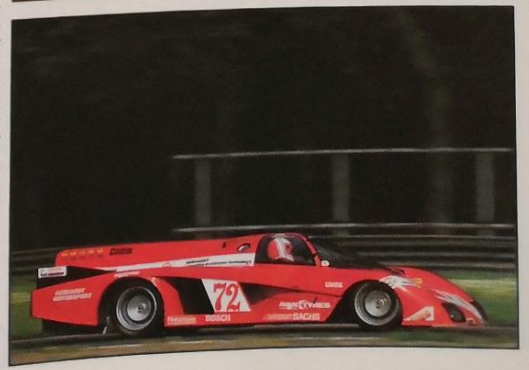




SMALL IS GOOD

Like those missionary heads which have been shrunk by the magic of the Jivaro Indians, the latest models in Endurance look tiny. The Gebhardt 842, No. 72, with its 2,000cc BMW engine (bottom left) has a very narrow aerodynamic profile, sharpened around a fin borrowed from the Kremer brothers' CK5. The Lyncar MS 83, powered by a Hart 2,000cc, No. 132, has a rounded back over tiny wheels; it bears a name that last appeared in 1974 in Formula One. The Ecosse C284, No. 77, powered by a 3,000cc Cosworth DFV (top left) is the least eccentric. Its name alone guarantees a certain interest from amateur historians. The Ecosse team, with its famous arms, added the Le Mans 24 Hours to its trophies in 1956 and 1957. The lineage has come down somewhat in the world since the splendid Jaguar D, but hope remains that better days will come again. (Photos: Strebelle and Vargiolu/DPPI)





PROMENADE

IT WAS MEANT TO BE JUST A SIMPLE REFUELLING STOP ON THE 148th LAP IN A RACE COMPRISING 173 LAPS. BUT BOB WOLLEK DIDN'T TAKE OVER FROM PATRESE; the Italian found himself back in the pits, the rear of his car in flames following an oil leak. Wollek calmly retired to the Lancia tent behind the grandstand. *"What bothers me the most is not even appearing to be a contender, and yet we are."*

In fact, the Rothmans Porsche never let up over the entire 1,000 kms of Monza. Just as if last season's story was repeating itself. Exactly as in practice, Bellof spoiled the interest of the race with a start that made it seem he had the devil on his coat-tails. As he entered the first chicane, he held his car sideways endlessly so that, lap after lap, his 956, swerved from kerb to kerb. Ickx was buried in the pack; he could make no reply. When he got up to second, on lap 30, he was 35 seconds behind the young German. That was it.

Patrese gave the scattered thousands at Monza some small cause for satisfaction. He came back to the pits at the beginning of the race to raise his turbo boost and rejoined the race with Bellof in his sights; he yielded not an inch to Porsche's new strong man.

Bearing in mind that the Denlock system had been done away with following Patrese's accident during practice, the LC2 lost at least a second on overall lap times. It is tempting to conclude that the Porsche 956 didn't reach the highest top speed at Monza. But who can tell just how much more power the 956s would have applied if the Lancia had been more menacing? The Lancias have been promising long enough; one day they're going to have to deliver. That didn't happen at Monza for Patrese-Wollek. When their race ended in a cloud of powder from the fire extinguishers they were also twelve laps behind Bellof as the result of a Patrese pirouette on his exit from a refueling stop with cold tyres and fresh brake pads. The second Lancia had a less trying race but was never a contender, mainly because its engine delivered less power.

As for the 956 private entries, they fell to a veritable cascade of technical mishaps. Richard Lloyd had furnished himself with British fuel and was thus spared falling to the epidemic of blown engines which forced a number of teams to start the race at a stately pace. But even without a broken wishbone which cost them a lot of time, Palmer and Lammers could never have met the rhythm imposed by the works Porsches. Jurgen Barth can go on saying that all 956s are equal, but given the evidence of the day, we will all be pardoned for thinking that, as the famous maxim has it, some are more equal than others.

Let's grant that Lancia has an excuse, or rather reasons, to weigh against its defeat at Monza. Bob Wollek is no doubt right in saying the LC2s weren't at their true value when beaten in Emilia. But to restore some semblance of interest to the championship, it is vital that the Lancias put on a better show at Silverstone three weeks hence. As to the Porsche private entries, it's like last year: their eyes serve only to shed tears. The disqualification of the winning Porsche and of the Baldi-Barilla Lancia, respectively three and five kilos underweight, which is a bit strange for cars that carry ballast, alters nothing at the heart of the matter: without a real fresh effort from Lancia, the 1984 season will be, as a drop of water is to its source, identical to last year. With the exception of Le Mans.

Xavier Chimits

1000 KM OF MONZA

First race of the World Endurance Championship
Date: April 23, 1984
Official designation: 1000 KM DI MONZA - Trofeo F. Carraciola
Distance: 1000 km. on a 5.8 km circuit
Weather: fine, warm
Attendance: 8,000 spectators

STARTING GRID

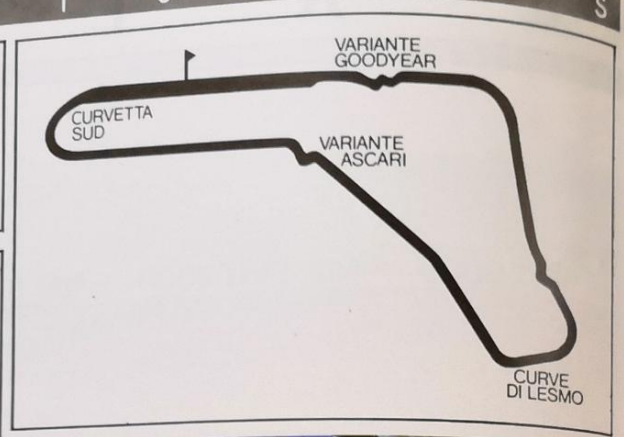
2. Porsche 956
Bellof-Bell
1'35"85
14. Porsche 956
Palmer-Lammers
1'37"27
33. Porsche 956
Boutsen-Hobbs
1'37"82
9. Porsche 956
Larrauri-Sugalo-Grohs
1'38"05
55. Porsche 956
Keegan-Edwards
1'39"40
6. Lancia LC2
Gabbiani-Martini
1'40"26
12. Porsche 956
Merl-Schornstein
1'44"40
80. Alba AR2-Giannini
Facetti-Finotto
1'45"36
46. Rondeau M382-Ford
De Dryver-Yver
1'49"07
81. Alba AR2-Giannini
Coppelli-Pavia
1'50"88
77. Ecosse C284 Ford
Mallock-Wilds-Duffield
1'52"24
67. Lola T616 Mazda
Busby-Knoop
1'52"79
21. Grid S2 Porsche *
Cooper-Wood
1'54"78
101. BMW M1 △
Lars Vigo-Winther
1'59"50
117. Porsche 930 △
Leim-Wiren
2'05"05
114. Porsche 930
Lateste-Bienvault
2'08"90
116. Porsche 911T △*
Memminger-Kuhn Weiss-Rebai
2'09"63
111. Porsche 930
P. Haas-M.S. Haas △
2'12"04
5. Lancia LC2
Baldi-Barilla
1'37"18
4. Lancia LC2
Patrese-Wollek
1'37"49
19. Porsche 956
Stuck-Brun-Grohs
1'37"85
1. Porsche 956
Ickx-Mass
1'38"45
7. Porsche 956
Ludwig-Johansson-Pescarolo
1'39"90
34. Porsche 956
Francia-Zorzi
1'43"87
47. Porsche 956
Plankenhorn-Lässig-Fouché
1'44"49
93. Rondeau M379-Ford
Grand-Libert-Wirmeur
1'47"52
68. Lola T616-Mazda
Hayje-Quester
1'50"67
131. Porsche 935
"Victor" - "Gimax" -Mussato
1'51"97
72. Gebhardt C843 BMW
Jelinski-Hangsen
1'52"62
13. Cougar C02 Ford *
De Cadenet-Giudici-Courage
1'53"61
132. Lyncar MS83 Ford GTP
Blackburn-Costas
1'58"35
102. BMW M1 △
Juergensen-Doeren-Mertes
2'00"86
115. Porsche 911 △
Bertapelle-Touroul
2'08"43
104. Porsche 924 △
Richter-Von Straehr
2'09"53
113. Porsche 930T △
Regusci-Del The
2'11"32

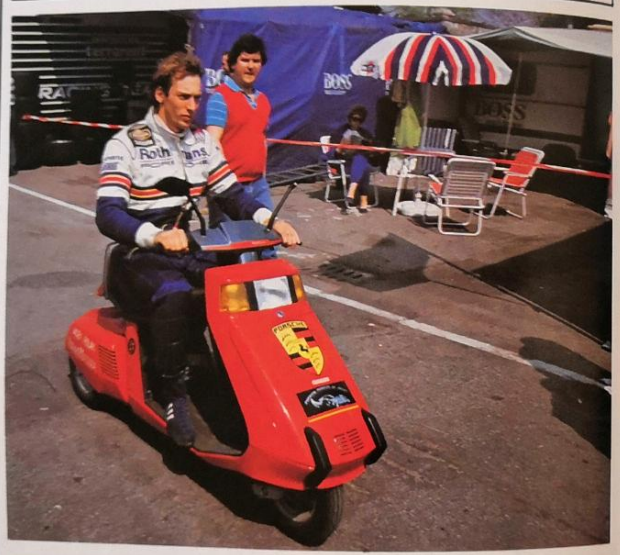
The first driver of each team obtained the qualifying time for their car

Denotes C2 groups, formerly, Junior C group
△Denotes group B
Porsche No. 935 was entered for the IMSA GTX category, the Lyncar N° 132 for the IMSA GTP
* Withdrawals from the race (engine problems for the Cougar and Grid second driver. Wood was stricken down by food poisoning).

PREVIOUS WINNERS

1965: Mike Parkes - Jean Guichet/Ferrari 275 P2. **1966:** Mike Parkes - John Surtees/Ferrari 330 P3. **1967:** Chris Amon - Lorenzo Bandini/Ferrari 330 P4. **1968:** David Hobbs - Paul Hawkins/Ford GT 40. **1969:** Jo Siffert - Brian Redman/Porsche 908. **1970:** Pedro Rodriguez - Leo Kinnunen/Porsche 917. **1971:** Pedro Rodriguez - Jackie Oliver/Porsche 917. **1972:** Jacky Ickx - Clay Regazzoni/Ferrari 312 P. **1973:** Jacky Ickx - Brian Redman/Ferrari 312 PB. **1974:** Arturo Merzario - Jacques Laffite/Alfa Romeo 33 TT 12. **1975:** Arturo Merzario - Mario Andretti/Alfa Romeo 33 TT 12. **1976:** Jacky Ickx - Jochen Mass/Porsche 936 (4 heures*). **1977:** Vittorio Brambilla/Alfa Romeo 33 SC 12(500 km*). **1978:** Reinhold Jost/Porsche 908/3 turbo (320 km*). **1979:** Renzo Zorzi - Mario Capoferri/Lola T286. **1980:** Alain de Cadenet - Desire Wilson/De Cadenet Ford LM. **1981:** Jurgen Lassig - Edgar Doren/Porsche 935 K3. **1982:** Henri Pescarolo - Giorgio Francia/Ford Rondeau M 382. **1983:** Bob Wollek-Thierry Boutsen/Porsche 956.
(*) Length or distance of race, all others are of 1,000 km.





RESULTS

1.	Porsche 956/Ickx/Mass	173 laps, or 1003.4 km in 5 hours 06' 39.5, average speed 196.323 km/h	
2.	Porsche 956	Stuck/Brun/Grohs	167 laps
3.	Porsche 956	Palmer/Lammers	159 laps
4.	Porsche 956	Schornstein/Merl	155 laps
5.	Rondeau M382-Ford	De Dryver/Yver	152 laps
6.	Lola T616/Mazda	Busby/Knoop	145 laps
7.	BMW M1	Lars Vigo/Winther	144 laps
8.	Ecosse C284-Ford	Mallock/Wilds/Duffield	141 laps
9.	Alba AR2-Ghiannini	Facetti/Finotto	140 laps
10.	Gbebhardt C843-BMW	Jelinski/Hangsen	136 laps
11.	Porsche 930	Leim/Wiren	134 laps
12.	Lancia LC2	Patrese/Wollek	132 laps, retired, fire
13.	Porsche 930	Bienvault/Lateste	122 laps
14.	Lola T616-Mazda	Hayje/Quester	116, laps, unclassed
15.	Porsche 930T	Del The/Regusci	96 laps, unclassed
16.	Porsche 956 a wheel	Edwards/Keegan	96 laps, retired, lost a wheel
17.	BMW M1	Doren/Juergensen/Mertes	93 laps, retired, exhaust
18.	Porsche 956	Boutsen/Hobbs	87 laps, retired, gearbox
19.	Lancia LC2	Gabbiani/Martini	80 laps, retired, accelerator jammed, car off road
20.	Lyncar MS83-Ford	Costas/Blackburn	78 laps, retired, ignition
21.	Porsche 956	Lässig/Fouche/Plankenhorn	70 laps, retired, engine
22.	Porsche 935	"Victor"/Gimax"/Mussato	60 laps, retired, engine
23.	Rondeau M379-Ford	Grand/Libert/Witmeur	45 laps, retired, cam-shaft
24.	Alba AR2-Giannini	Coppelli/Pavia	36 laps, retired, gearbox
25.	Porsche 924	Von Staehr/Richter	32 laps, retired, engine
26.	Porsche 956	Sigala/Laurrari	26 laps, retired, off road
27.	Porsche 911	Touroul/Bertapelle	18 laps, retired, engine
28.	Porsche 956	Ludwig/Johansson/Pescarolo	17 laps, retired, engine
29.	Porsche 956	Zorzi/Francia	14 laps, retired, engine
30.	Porsche 930	Haas/Haas	11 laps, retired, gearbox

The Porsche 956 of Bell/Bellof and the Lancia LC2 of Baldi/Barilla, which finished first and third respectively, were disqualified after technical verifications found them to be below the minimum authorized weight

Best time Group C1
Porsche 958; Bellof/Bell; 1'39"85

Best time Group C2
Facetti/Finotto, Alba AR2-Giannini; 1'45"36

Best time Group B
Lars Vigo/Winther, BMW M1; 1'59"50

Fastest Lap Group C1
Patrese/Wollek, Lancia LC2: 1'38"32

Winners Group C1
Ickx/Mass, Porsche 956

Winners Group C2
Busby/Knoop, Lola T616-Mazda

Winners Group B
Lars Vigo/Winther

WORLD ENDURANCE CHAMPIONSHIP — MAKES

1.	Porsche	20 pts
2.	Rondeau-Ford	8 pts
3.	Lola-Mazda	6 pts
4.	BMW	4 pts
5.	Ecosse-Ford	3 pts
6.	Alba-Giannini	2 pts
7.	Gebhardt-BMW	1 pt

WORLD ENDURANCE CHAMPIONSHIP — DRIVERS

1.	Ickx/Mass	20 pts
2.	Stuck/Brun/Grohs	15 pts
3.	Palmer/Lammers	12 pts
4.	Schornstein/Merl	10 pts
5.	Yver/De Dryver	8 pts
6.	Busby/Knoop	6 pts
7.	Winther/Lars Vigo	4 pts
8.	Mallock/Duffield/Wilds	3 pts
9.	Finotto/Facetti	2 pts
10.	Jelinski/Hangsen	1 pt

RONDEAU-FORD

46. PIERRE YVER RACING/RONDEAU M382-FORD
(Pierre Yver/Bernard de Dryver)
17th in qualifying.
93. GRAFF RACING/RONDEAU M379-FORD
(Jean Philippe Grand/Pascal Witmeur/Jean-Paul Libert)
16th in qualifying.

Pierre Yver's 382-005, which had not been seen in competition since last year's race at Le Mans, has now been equipped with a Cosworth DFV 3 litre engine from Nicholson set up by Mader, replacing the 3.3 litre engine. It could be seen again at Le Mans as an alternative to the DFL. On Dunlop tyres, Yver's 382, which had made a solid showing at Monza in 1982 driven by Pescarolo/Francia, has changed little since Le Mans 1983. Sponsored by Primagaz, Yver will be at both Silverstone and Le Mans, his racing beyond those fixtures being dependent on his budget. Jean-Philippe Grand has teamed up with Belgian drivers Pascal Witmeur and Jean-Paul Libert, who raced in the last 24 Hours at the wheel of Bussi's Rondeau M382. That car should have been running here at Monza, but faced with a lack of sponsorship and no co-driver, Bussi had to withdraw. The M379, racing in the C2 class, is on Avon tyres driven by a Cosworth DFV modified by Mader to comply with the C2 fuel consumption regulations (smaller valves) and it develops about 420 horsepower. Much of its technology and many of its parts are borrowed from the 382 (windscreen, rear hood support). It weighs 755 kilos, that is to say 55 kilos more than the minimum authorised weight. Its three drivers will be passing on Silverstone to prepare for Le Mans, and intend afterwards to be on the grid at Spa and at Nürburgring.

ECOSSE-FORD

77. TEAM ECOSSE/ECOSSE C284-FORD
(Ray Mallock/David Duffield/Mike Wilds)
21st in qualifying.

After 20 years of absence from competition, the famous Ecosse team is back, on Avon tyres and with a Cosworth DFV 3 litre engine prepared by John Dunn at Swindon Engines. Keeping to tradition, the Ecosse C284 Group C2, designed by Ray Mallock, is midnight blue, as were the Jaguars the team raced so successfully at Le Mans in 1956 and 1957. Introduced to the Scottish public on the little track at Ingliston, the car was virtually being raced for the first time at Monza. Its monocoque chassis is built by John Thompson, the car itself being assembled in the Northampton workshops of the Mallock family. It is of a very modest size, with a wheel-base of only 240 cm., a track width of 183 cm and 13 inch wheel rims. The Ecosse team intends to participate fully in the world championship, with the exception of races held too far afield. Ray Mallock having an upcoming obligation to drive the Aston Martin, the Ecosse team — as of Silverstone — will be made up of Englishman Mike Wilds, who was seen briefly in Formula One in 1974 and 1975 (Ensign in the U.S. Grand Prix, BRM in Brazil and Argentina), and of Scotsmen David Duffield and Walter Robertson, two drivers with saloon-car and open class experience. The principal sponsor of the Ecosse team is Money Concept, a financial group headed up by golfer Jack Nicklaus. Its franchise in England has been bought by a Scotsman.
After Duffield came off the road, damaging the front engine bonnet, the Ecosse team was unable to participate in the Sunday afternoon qualifying session.

GEBHARDT-BMW

72. GEBHARDT MOTORSPORT/GEBHARDT 842-BMW
(Frank Jelinski/Walt Hangsen)
22nd in qualifying.

First race of the World Championship for the German Gebhardt, which, equipped with a Toyota 2 litre engine, participated at the end of last season in several races for the German championship. At Monza, it was fitted with a BMW 2 litre normally aspirated F2 engine, developing 290 horsepower. It now awaits a Cosworth-prepared DFL which should be ready and in a new 843 chassis for Silverstone. The B42 will take part this season in the German championship, as well as the "Interserie" driven by Czechoslavakian driver Adamek. The 843 is scarcely different from the 842, other than a wheel-base which is 3cm. longer to accomodate the DFV which takes up more space than the BMW. Gebhardt is a Swiss concern specialising in the manufacture of palettes and bearings used in industrial transport. The team's lack of sponsorship has made it necessary for them to seek out drivers having substantial budgets of their own. The Gebhardt is constructed with due regard for IMSA regulations, as revealed by the location of the pedals and the steel roll bar. Its monocoque chassis stops at the level of the roll bar, with a nesh engine cradle. It was designed by Gunther Gebhardt and Bill Harris, its bodywork was made by Bruce Rolston of Bicester, who already has to his credit the bodywork of the Arrows F1 and the Ligier CART. Gunther Gebhardt is not concealing the fact that he has his eye on the American market, and will without a doubt be present with his car at several IMSA races this season. The aerodynamics of the Gebhardt are not lacking in originality, with a second rear wing taking shape at the level of the hubs, and a long lateral wing running like a dorsal fin along the top of its rear bonnet. The Gebhardt weighs in at 725 kilos.

LYNCAR-HART

132. LYNCAR MOTORSPORT/LYNCAR MS 83-HART
(Los Costas/Les Blackburn)
26th in qualifying.

Lyncar is the British firm which appeared briefly in Formula One in 1974, with John Nicholson at the wheel, after a Atlantic Formula title to its credit won by Nicholson. Since then, Martin Slater has tried, without great success, to export his Atlantic Formula to America. Failing that, he has been subcontracting the construction of monocoque chassis for a variety of Formula One teams. He is back on the international scene with this Lyncar MS 83, which will be racing in the GTP class. It was the only one of its category at Monza. Slater, in conjunction with Los Costas, a young Greek driver who competed for two seasons in England in the "Modified Sportscar" category, hopes to be ready to compete in a number of IMSA races by the end of the season. Aside from that, he is planning to participate in a portion of the Thundersports championship in England. The Lyncar will of course be ready for Silverstone, but whether or not it makes an appearance at Le Mans will depend on the good graces of the ACO. This little car (142.2cm. track width, 251.4cm. wheel-base) weighs 600 kilos and had to be given added ballast to get up to the minimum 700 kilos of the GTP class. It is running on Avon tyres, has a monocoque chassis and the engine itself is part of the supporting structure of the car. No major difficulties for this Lyncar which made its debut in competition three weeks ago at Brands Hatch in a club race, with the exception of a broken engine (prepared by Brian Hart) in the untimed practice on Saturday. Slater replaced it with a new 2 litre Hart, this time prepared by John Dunn and Swindon Engines.

COUGAR-FORD

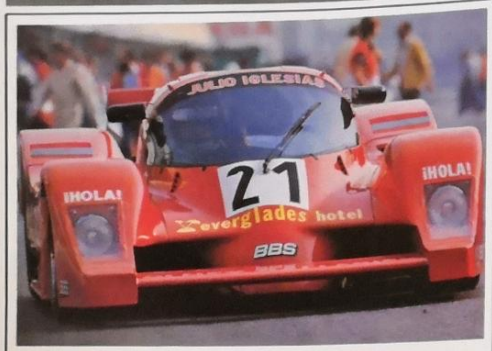
13. COURAGE COUGAR/COUGAR CO2-FORD
(Yves Courage/Alain de Cadenet/Gianni Giudici)
24th in qualifying.

Sporting a slightly bizarre number 13, the Cougar CO2 is a logical evolution of the CO1, seen last year at Le Mans and Mugello, it has kept the latters' general shape and chassis. The layout of the front and rear suspensions has been modified, and a trip through the wind tunnel inspired Yves Courage to change some of the bodywork: an added spoiler at the very rear of the back bonnet, and less cutaway on his wheel wells. The Cougar, answering to the imperatives of the 24 Hours at Le Mans, is, in the opinion of its constructor-driver, quick in the straights and in long curves, but less comfortable in tight corners like the chicanes at Monza. It weighs 850 kilos and is equipped with a Ford Cosworth DFL 3.3 litre engine prepared by Cosworth. Courage, who is in Monza for the purpose of getting ready for Le Mans, does not yet know who will be driving his car for the 24 Hours. The rest of the season will depend largely on how the Cougar performs during this initial test. At Silverstone, the Courage will be driven by Courage and de Cadenet. The team is sponsored by Primagaz and Blanchet-Locatop.

LANCIA

4. MARTINI RACING/LANCIA LC2
(Riccardo Patrese/Bob Wollek)
4th in qualifying.
5. MARTINI RACING/LANCIA LC2
(Mauro Baldi/Paolo Barilla)
2nd in qualifying.
6. JOLLY CLUB/LANCIA LC2
(Pierluigi Martini/Beppe Gabbiani)
11th in qualifying.

Lancia has been hard at work all winter trying to close the gap which separated the pretty LC2 from the 956 last year. Bob Wollek has come to fill in the gap left by Alboreto's departure, and Mauro Baldi was called in to replace Ghinzani, injured at Kyalami. The Martini-Gabbiani LC2 was purchased from Lancia by Jolly Club thanks to the support of Totip. Which brings to mind Biasion's situation in rallying, where he too is racing a Lancia for Jolly Club decorated in Totip's colours. This LC2 seems to be benefitting from the factory's active support, even if Fiorio tries to pretend that it considers the car the way Porsche would a 956 Kremer of Joest. The LC2s now have Abarth gearboxes instead of the previous Hewlands, their Brembo brakes have been reinforced, the rear wing moved back 17cm. and down 9cm. The front bonnet is of a more rounded shape than last year's and the size of the radiator grille has been reduced. The Lancia has been considerably lightened, but the change in regulations restricting the minimum weight to 850 kilos reduced to dust all the efforts made by the Italian technicians on this point. The Lancia LC2s continue to be powered by the Ferrari V8 90° engine with two KKK turbos. It has 2598cc and in its race version develops approximately 640 horsepower. Lancia has made progress where the Magneti-Marelli fuel injection system is concerned, and the LC2 can gain in power without having to sacrifice fuel consumption. The Ferrari should soon be developing 670 horsepower, as before in its race version. The Jolly Club intends to race throughout the season, and the same is true of the factory and its two cars. The Lancias are running on Dunlop tyres but a failure in the Denlock device caused Patrese to lose a tyre on Sunday morning. As a result of damaged suspension, that LC2 was not able to participate in the afternoon session. Cesare Fiorio, the sporting director of Lancia, was unable to explain the cause of the problem as the MC2s had been running at Monza for four days, and prior to that at Mugello for three days, without encountering any similar problems. He decided, in spite of this, to do without the Denlock device on the tyres, as a security measure, which obliged him to put slightly narrower tyres on his cars. An understeering problem then arose which could only be resolved by adding extra downforce, thus reducing the optimum speed. The Lancia Team finished practice in a state of moral exhaustion, thinking that had there not been the problem with the Denlock device, the pole position could have been theirs. Fiorio estimated that more than a second would be lost per race or qualifying lap.



GRID-PORSCHE

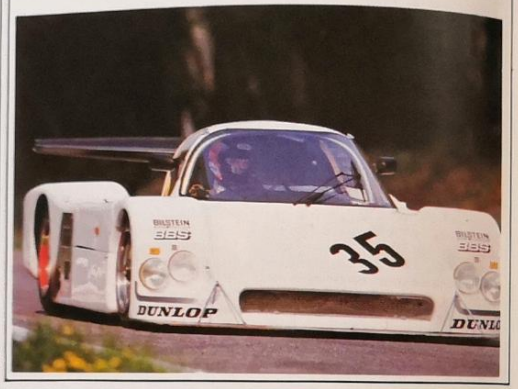
21. CHARLES IVEY/GRID S2-PORSCHE
(Dudley Wood/John Cooper)
25th in qualifying.

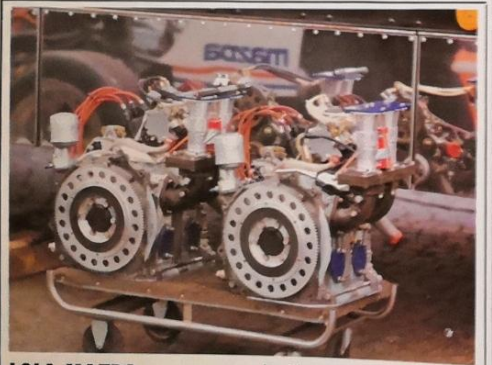
The car in question here is the Grid with the 002 chassis which we caught a glimpse of in Miami, before de Villota hurtled it into a guardrail. It is equipped with a Porsche 935 3000cc engine with a double turbo. The car is running on Avon tyres and is sponsored by the singer Julio Iglesias, who sat on the same school benches as de Villota. The people at Grid were in the dark about Emilio's absence at Monza! An absence which must have weighed heavily; John Cooper was alone on Sunday at the wheel of the Grid, Dudley Wood being in hospital with food poisoning. The regulations specify that it is not permissible to sign on a driver who was previously signed for another car, (unless it belongs to the same team and in the same class) which explains why Cooper was not able to enlist the services of either Rothengatter or Schickentanz. He did not know on Sunday night whether or not his team-mate would be fit and well for the race. The S2 differs from the S1 which ran last year at Le Mans in the form of its rear bonnet and the smaller size of its wing. It is running on Avon tyres.

SEHCAR-PORSCHE

35. PROCAR AUTOMOBIL AG/SEHCAR C830-PORSCHE
(Huub Rothengatter/Clemens Schickentanz)
No qualifying times.

The Sehcar with the 01 chassis is the one which qualified at the 24 Hours of Le Mans with drew from the race being insufficiently prepared. Since then, slight modifications have been made to the chassis and gearbox, but the car has not evolved much since Le Mans, with the exception of new suspension. The Sehcar, formerly Sauber, is still recognisable by its delta rear wing. It is running on Dunlop tyres, with a flat Porsche 6 cylinder 2649cc engine with a double KKK turbo. The Sehcar team is based in Switzerland, near Zurich. The Chassis and suspension designs are by Seger and Hoffman, with the execution of the chassis having been undertaken by John Thompson. The Sehcar should be competing in the totality of the championship, although white bodywork indicates an evident lack of sponsorship. Sehcar had only one engine at Monza and it was apparently having some difficulties. As a result, the Swiss team preferred to withdraw rather than be stricken by the epidemic which was raging among the Porsche cars in Italy.

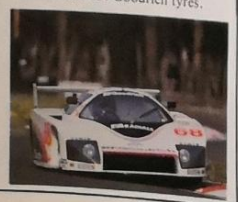




LOLA-MAZDA

67. B.F. GODRICH/LOLA T616-MAZDA
(Jim Busby/Rick Knoop)
23rd in qualifying.
68. B.F. GOODRICH/LOLA T616-MAZDA
(Bob Hayie-Dieter Quester)
18th in qualifying.

Nothing new since Daytona for these Lola T616s sponsored by the American manufacturer B.F. Goodrich and competing in the C2 class. The 1616/1 which was raced in Daytona with Busby/Haywood/Knoop at the wheel has stayed in the United States to undergo an autonomous programme of development. This 1616/2 is number 68, while number 67 is the 616/3 which was the T-car in Daytona. The chassis are a mixture of honeycomb and carbon fibre, and will be running with the bi-rotor Mazda 13B engine, a 1308cc which develops about 300 horsepower and produces a strident noise which is in no way soothing to the car. Two T616s will be present at Le Mans, at Nürburgring and at Fuji, whereas the participation of the B.F. Goodyear team at Silverstone is not yet a certainty. If you listen to what the team leaders say, the lineup of the team itself could be changed by the middle of the season. For their European debut, the Lola T616-Mazdas will be equipped with radial B.F. Goodrich tyres.

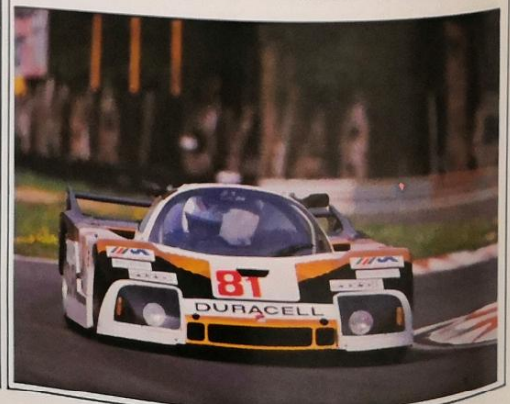


ALBA-GIANNINI

80. JOLLY CLUB/ALBA AR2-GIANNINI
(Martino Finotto/Carlo Facetti)
15th in qualifying.

81. JOLLY CLUB/ALBA AR2-GIANNINI
(Almo Coppelli/Davide Pavia)
19th in qualifying.

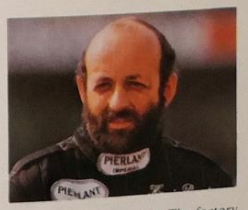
Jolly Club worked on the reliability of their cars this winter without making any serious modifications. The two Albas AR2s are scheduled to race through the entire season. A third Alba was expected at Monza, with a Ford-Cosworth DFL engine, to be driven by three Italians: Barberio, Battielli and Gallini. As it turns out, it will not be ready before Silverstone. The 4 cylinder Giannini engine, developed by CARMA, (the firm of Facetti and Finotto), is an 1840cc turbocharged. It developed 450 horsepower during qualifying, and approximately 400 during the race. The Alba's chassis is a monocoque made of carbon fibre. The number 80 Alba was on Dunlop tyres at Monza, and the 81 on Pirellis. Alba has effectively decided to switch to Dunlops this year, but as that manufacturer is finding it difficult to satisfy the demand for its tyres, the second Alba will have to wait for Silverstone before it too gets the British tyres. The Italian constructor has also been thinking about the American market, and Moretti's Momo-Ford which we first saw in Miami was in fact an Alba.



PORSCHE

1. ROTHMANS PORSCHE TEAM/PORSCHE 956-010
(Jacky Ickx-Jochen Mass)
8th in qualifying.
2. ROTHMANS PORSCHE TEAM/PORSCHE 956-009
(Derek Bell-Stefan Bellof)
1st in qualifying.
7. NEW MAN JOEST RACING/PORSCHE 956/104
(Stefan Johansson/Klaus Ludwig/Henry Pescarolo)
10th in qualifying.
9. BRUN MOTORSPORT/PORSCHE 956-111
(Massimo Sigala/Oscar Larrauri)
7th in qualifying.
12. DIETER SCHORNSTEIN RACING/PORSCHE 956-105
(Dieter Schornstein/John Winter/Volkert Merl)
13th in qualifying.
14. GTI ENGINEERING CANON RACING/PORSCHE 956-106
(Jan Lammers/Jonathan Palmer)
3rd in qualifying.
19. BRUN MOTORSPORT/PORSCHE 956-101
(Hans Stuck/Walter Brun/Harald Gröhs)
6th in qualifying.
33. SKOAL BANDIT PORSCHE TEAM/PORSCHE 956-114
(David Hobbs/Thierry Boutsen)
5th in qualifying.
34. JOHN FITZPATRICK RACING/PORSCHE 956-110
(Giorgio Francia/Renzo Zorzi)
12th in qualifying.
47. OBERMAIER RACING/PORSCHE 956-109
(Jurgen Lässig/Alex Plankenhorn/Georges Fouché)
14th in qualifying.
55. SKOAL BANDIT PORSCHE TEAM/PORSCHE 956-102
(Guy Edwards/Rupert Keegan)
9th in qualifying.

All the 956s gathered in Monza will be running on Dunlop tyres, with the exception of the three belonging to the Lone Ranger where tyres are concerned, John Fitzpatrick, who is switching from Good year to Yokohama. John had the unhappy privilege of being the competitor most afflicted by the epidemic which struck all holders of flat Porsche 6 cylinder 2649cc engines with double KKK turbos. Boutsen broke two engines, one on Saturday and one on Sunday, and the team of number 34 broke one on Saturday (Corrado Fabi, hurt his wrist while skiing and had to be replaced by Francis). The factory wasn't spared, breaking three engines: one on Friday, one on Saturday and one on Sunday, Joest and Brun doing the same. The problem was at first thought to be an insufficient octane level in the petrol, an explanation which was not found to be entirely satisfactory in view of the fact that Lancia and Giannini were filling up at the same pumps at Monza as the Porsches were. Others talked about the setting of the electronic injection system being too lean. Which does not explain why the two 956 Skoal Bandit which were tuned in the same way, had two broken engines in two days on one car while the other had not the slightest difficulty. These repeated breakdowns did not stop Porsche from getting the pole position, thanks to Bellof who was to leave his engine behind doing it. It's a shame that Patrese fell victim to the problems with his wheel rim before having a chance to push himself to the maximum of his capabilities. The Porsche-Lancia duel for the fastest qualifying time had been full of promise. Of the 12 Porsche 956s present at Monza, only two are not up to 1984 specifications, which is to say equipped with the electronic injection system: the Joest of Schornstein and the Fitzpatrick of Zorzi/Francia. The works Porsches have changed very little since Kyalami 1983, and the brunt of the effort in Stuttgart has been to reduce the overall weight of the 956. Thanks to which the Porsches at Monza were going out with, (usually under the driver's seat), ballast weighing between 10 and 50 kilos. The suspension having been slightly modified, the rear section of the inner bodywork is now a single piece. In theory, there was no difference at Monza between the works cars and the 1984 956s (of which there was only one, for Boutsen/Hobbs) or the 1983 cars revised for 1984. That, at least, was the official position of the works Porsche team...



Ickx/Mass have a new chassis, which is not the case for Bell and Bellof, who had been awarded theirs last years after the German driver's somersaults on the track at the Nüburgring. Walter Brun who is waiting for his own 1984 956, has in the meantime leased one from the Kremer brothers. The former 956 of Brun has wound up in the hands of Sigala/Laurrauri. The Kremers are hoping to receive by Silverstone, the 1984-956 that Jones/Schuppan will be driving at Le Mans for them. Lässing has joined forces with the young South African Fouché, seen last year at Kyalami, to drive a beautiful Boss 956 decorated with a subtle bow tie in front of the windscreen. Lässing intends to use a variety of third drivers, such as Plankenhorn at Monza, who would be followed by Thackwell, Regout and Needell. Fitzpatrick lost Keith Greene, their team manager, who joined the Canon team. 956 should show some modifications by Silverstone. They would principally involve aerodynamics designed by former Lotus engineer Nigel Stroud. Which, if you listen to Jan Lammers, is the only was to compete with works Porsches.

Porsche 956 Obermaier (Eric Vargiolu/DPPI)

THE PARABOLIC BEND OR THE SACRED STRONGHOLD OF THE MONZA HAVEN, A CHALLENGE FOR THE DRIVERS

Lola T616-Mazda (Harald Strebelle)

A MISSION TO FULFILL-FROM IMSA TO GROUP C, AN ATLANTIC CROSSING FOR A WHITE SHARK

ECONOMISER UN PLEIN D'ESSENCE.

Cougar-Ford No. 13 and Grid-Porsche No. 21 (Harald Strebelle)

A LUCKY NUMBER OR A LITTLE HELP FROM THE SUPERSTAR. TWO WAYS OF IMPROVING THE ODDS

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Cougar-Ford No. 13 and Grid-PorscheNo. 21 (Harald Strebelle)

A LUCKY NUMBER OR A LITTLE HELP FROM THE SUPER STAR. TWO WAYS OF IMPROVING THE ODDS

Massimo Sigala/Porsche 956 (Eric Vargiolu/DPPI)

NO SMOKE WITHOUT TURBO PROBLEMS. BEATING THE CLOCK DURING PRACTISE CAN PROVE TO BE COSTLY

THE PASSENGER

Belgium is not my favourite place. It suggests a certain dourness; its sky is compounded of grey on grey. It is to the French what Ireland is to the English, a source of unnecessary, wounding jokes. But the fact was that I had to be in Belgium for a few days and on my first evening, I sat down in an expensive restaurant for one of those solitary dinners that are the fate of the much-travelled. Dish after dish, under heavy metal covers, was brought to the table: duck in passion fruit, slices of lamb, salads of infinite succulence and little substance.

I was considering what wine I should accompany my souffle with when a gentleman approached my table. I say a gentleman, because he was immaculately dressed: dark suit, cambric shirt, Cardin tie, expensive Italian shoes. He had all the outward appearances of a gentleman. "Allow me to send you a bottle of Moët," he said. "You do not know who I am, and therefore you are at a disadvantage; in return, I hope you will accept the wine, as I know who you are. I believe you are interested in motor racing..."

Without further ado, he sat down and summoned a waiter with an almost imperceptible gesture of his fingers. "I have a story to tell you", he said when he had given his order. "It is about the career of a driver, whom I shall call T. He is an unusual man, and he would not dream, I suspect, of telling you his story himself. You see...", and here he gave a faint frown, "he is concerned about his image. There are things he would not wish known."

I was not in a mood to receive his confidences, but there was little I could do to resist the man, whose name I have since forgotten. "As you and most people no doubt think, to race cars at the highest level requires a sort of dedication. It is imprinted on the fate of a driver since birth..." He looked at me questioningly, as though to ask whether I were really so foolish as to believe that. "In fact, in T's case, it was quite the contrary. He came into the sport quite by accident. His mind, you could say, was on other things. And when I tell you that he has completely forgotten how it was that he entered it, you must believe me. Like his childhood, it is buried in the past. It is no longer important."

Feigning an interest I did not feel, I asked him about that childhood. I confess that the most usual, in my experience, is a protestation of infantile infatuation. One feels that if one has heard one history, one has heard them all; it is as though drivers were formed in their perambulators, which were put into motion by nannies very much at the back of the grid. At the first opportunity, then, these precocious children grab bikes, motorcycles, cars and dash about the paternal acres on them, as fast as they can.

"Well", my new friend advanced, digging into his profiteroles, "it seems to have been a comfortable childhood. You know the sort — the family had money, they were in business, it was solid: T. could have gone into that without a demur. I would have thought he was an obedient, pleasant child."

"He is a pleasant adult, though I wouldn't know about the obedient."

"I've told you, he won't really talk about his childhood. It doesn't seem, anyway, to have been a golden age. Probably, it was just very physical. Sporting. You know what I mean. I believe he skied a lot and was quite successful."

"Indeed, he seems to have been marked for success from the start," I replied. "You know that most people have a divided opinion about him, in that he is just a touch too perfect: handsome, agreeable, articulate, bright, neat, effective. They feel that people in his profession ought to be rougher diamonds. A bit messier. A few scars: on the face or the soul, they don't care which."

"That's true. But when you ask him about that, he just grunts. I suppose he can't really be responsible for the way he looks? How shall I put it? Like a grown-up little boy? I saw his daughter recently — by the way, he is devoted to the child and he says nothing else is as important to him — and she is exactly like him. That is, she looks like a grown-up child and he looks, in manhood, like an unblemished, innocent child. It's in the mouth, isn't it? A sort of candour, a cupid's bow, the occasional pout..."

"Well born, then..."

"He calls it a democratic sport, but maybe some are more equal than others. Ease of birth helps, but he also talks about hunger. He senses in himself an absence of hunger."

"Well, is it an art or a profession for him?"

"A profession, a sport. A sport in that it's fun, a profession in that that's how he earns good money: by driving, by exploiting himself, by not earning his own soul for a while.

As he says, if after thirty you've put in ten or fifteen years of your life, that's more than half of it. That's where the money comes in. He has a nice little maxim about it: money does help, but to have too much is a burden and a weakness."

"The sport sets its own standards, doesn't it? You get used to the good life."

"Oh," my new friend answered airily, "I think he recognizes that and is grateful for it. It is a privilege; it does beat being a clerk. He talks a lot about adventure. That's when he told me about his ideas. You see, T. is something of a mystic; he is an emotional man. And what he said was, that he thinks of himself — and indeed all of us — as being "passengers of destiny". Things just "happen" to him. Life is a flow: it took him this way rather than that. He described himself to me once as a "voyeur", as someone who was no more than a witness to his own life and to what happened to him. Oh, will has a part to play, but it's less important than destiny. He sees a trajectory for his life, but he knows he can't really control it; he can only give it a nudge once in a while."

"So, who runs destiny?"

"T. would say, a set of events, a concatenation of circumstances, luck, dramas, unhappiness, the uncertainty of life itself. He had a religious up-bringing. It makes a difference. In his profession, charity there is none. Hope there is a lot. Faith is vital. He thinks his world is cruel; it's a tough environment. The virtues get lost."

"And he doesn't like that."

No, I've told you, T. is a mystic. He wants a pure world. It's incompatible with his chosen profession. He can exercise it elsewhere. He leaves the track and goes to the mountains and plays around with his child: that's pure. His profession — I once asked him what he thought a driver would be in another time — he compares it to being a knight of the round table. Adventure, you see, adventure and spectacle. Physical, punishing, with a level of risk, of show, of uniqueness. He said to me: there are just a few doing it, we are actors, and people watch. Of course, he's right in a way. But the drivers I know spend many lonely dull hours: testing, thinking, wearing themselves out.

"He knows that! He described it as destroying the body and bruising the brain! The noise, the concentration, the fear: pushing yourself to the limit: otherwise it's no use. The risks, after all, are the same."

"So, without will and without hard work it's impossible."

"Yes. You see, it makes a man age quicker than most: certainly at the top. The dry spells come; you have to work your way back into feeling you want to do it. He admits it changes his relationships with other human beings: and not for the better. Solitude heals, and natural values. Like family, like instinct."

"Like being two different people?"

"Funny you should say that. T. once told me that perhaps his problem as a racing driver was that he was insufficiently schizophrenic. He feels perhaps he ought to forget the natural values, that it's a weakness to go back and forth between two different worlds.

In my experience, drivers are no different from other human beings: if pricked, to quote Shylock, they bleed. But most of them feel the need to conceal this sharing with the rest of us; T. seems not to. I wondered whether that was just a by-product of his articulateness? Or was T. one of those who refused to live the driver's public lie — that he is more brave than the common run? And is bravery a function of "not thinking?" Drivers have created a very special world of their own, with a very special language of denial. My new friend was not all that forthcoming: "I think T. would agree it wasn't a special world," he said.

"He would say that it is part of what he accepts, the price of being in that special world."

"Yes," I argued, "but does he believe that a man should only risk his life for something worthwhile?"

"Nonsense, he would say. A man's free to do what he wants with his own life. The risks are incidental. I know recently he's been thinking about innocent lives: children in Beirut, Gunnar Nilsson, accidental deaths, part of being a passenger."

"Now, you're beginning to interest me. Then why do they do it?"

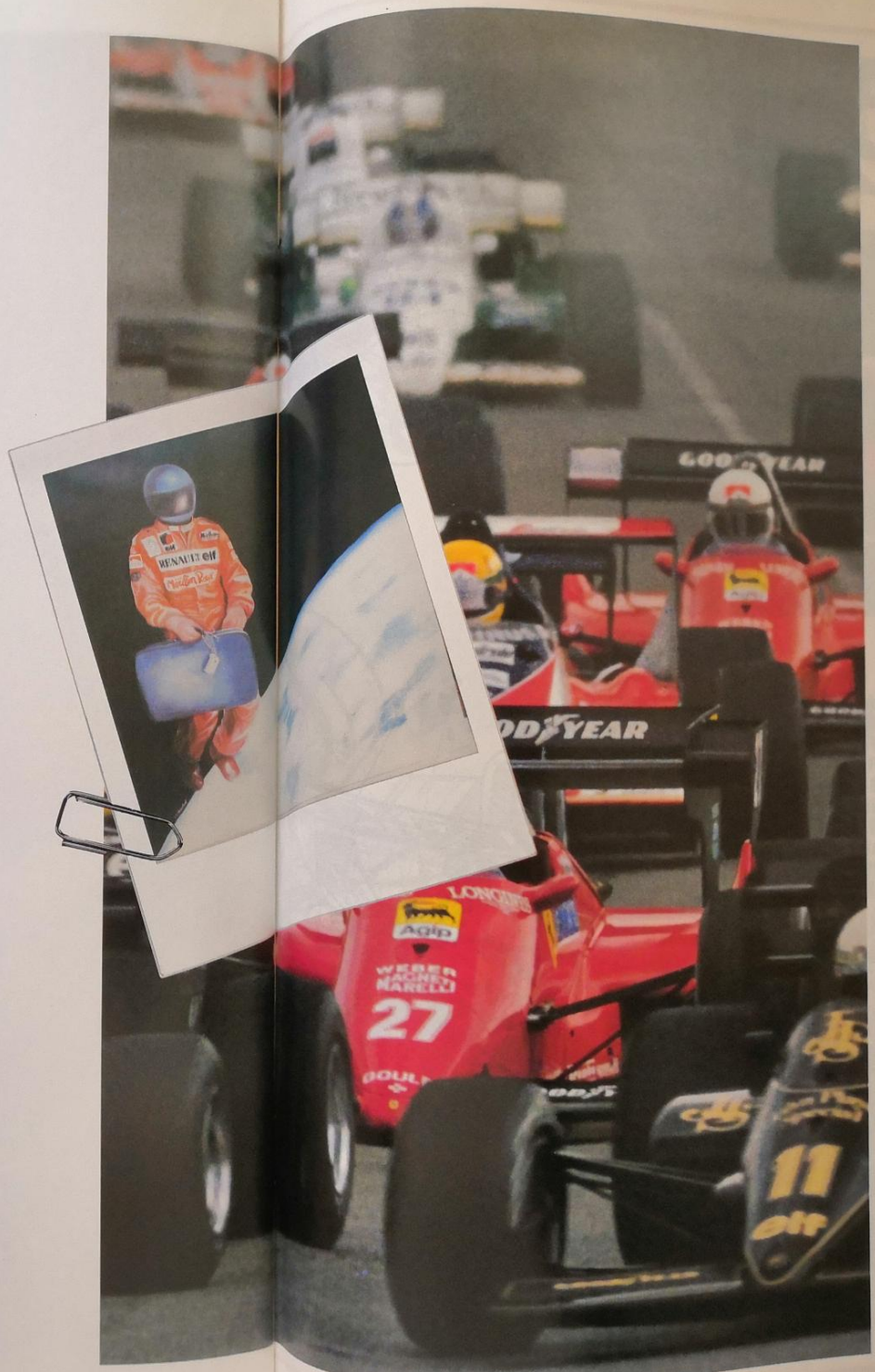
"Ego. Yes ego. I've heard him admit it. Being recognized, privileged, doing something the people who watch him would like to be doing and can't. Then the mechanical fascination, then the money! Oh yes, the money! The difficulty of doing it, but also the ease of it all. It comes easy: from doing it. That was when he told me he thought he was being too honest. I said to him, why? He said, because that is something you should hide! Then the feel of driving a very special machine: that is power, the power of the machine, of the man controlling it."

"Sex?"

"It's physical. T. tells that the very first time he drove a car in a race, he had an erection. Something that hasn't happened since, racing. Being recognized; he's ambivalent about that. It may be childish, but it's part of the system. What he finds difficult is having to articulate his feelings about the sport. It gets more and more difficult, and ever riskier. I think he feels he's reaching another level."

"Then he's graduated. To another stage in life. He's past it."

"Perhaps that's what he fears."



When a man sees what he is doing clearly, he can no longer move with ease in that world; he knows perhaps too much about it. He passes his knowledge onto the young. Money and fame mean less; he'd rather become a private man. Can he say it out loud?"

"T. can. He went through a spiritual crisis. You remember, two years ago, there was a drivers strike in Kyalami? T. quit. I was there. It was an attack of disgust. A spiritual pain."

"He came back. Whatever the pain."

"He would say that if it comes your way, you take it. Success, the money: and the pain."

"No one else in the sport ever suffered his kind of revulsion. You're right; it was spiritual. He'd lost his God. Others walk off, but by ennui, not disgust."

"It wasn't the driving. It was the milieu. He's still ready to quit, in my opinion. It's not a matter of corruption, but that he feels the driver today doesn't know where he stands; he doesn't know the rules."

"Yes, but he came back. He took another driver's place, who had been killed!"

"It's part of his mystical side. Even to me, he won't explain it fully. He believes in omens, in a mystical aura."

"It was a grand gest with a human feeling at the base of it. He was seduced by the mystique of that team, Ferrari. Then the bottom dropped out of that too. Another attack of revulsion?"

"I remember that time. I think that's just what he felt. But he won't talk about it. All he will say is that it wasn't the same disgust, but a profound sense of loss. He moved to the team he is now with because it made professional sense, but... Well, I have the feeling something went out of him. Sentimentally, it was a bigger loss than he's willing to admit. Perhaps he didn't feel it so personally, but it hurt everything about him; his family, his friends, his reputation. Let's say it was hard to reach down into himself and find the same motivation."

"Hum. Maybe then there is something still missing from the man. That he hasn't won a championship, hasn't made it the way he might have, that he is too rounded, too intelligent. The insufficient warrior."

"Yes, he would want it otherwise. A harder edge. But that's the way it is. What can he do about it? The public's image is based on what a driver does, not what he is. As he says, he needs the credibility of success. Until he's a champion, I think T. will always feel insecure. It's a compulsion: to put himself on a line. The insecurity is always there: not having done the best. He calls it a masochist's profession. Don't you think he's right? Insecurity on and off the track. Off the track because a driver never knows whether he's going to be able to be quick enough. Some are oversure; he thinks some are just pretending they are sure. But the fear never leaves them. Are they good enough? For T., never." □

McLAREN MP4/2-TAG

THE TWO CARS LOOK SO REMARKABLY SIMILAR THAT A QUICK GLANCE COULD CREATE SOME CONFUSION. AND YET, THE McLAREN MP4/2 IS RADICALLY DIFFERENT FROM ITS PREDECESSOR, THE McLAREN MP4/1E WHOSE FIRST APPEARANCE WAS AT THE DUTCH GRAND PRIX OF 1983. A RE-THINKING OF AERODYNAMICS, WITH THE RESULTING CORRECTIONS APPLIED TO THE CAR, HAS MADE ALL THE DIFFERENCE BETWEEN THAT FIRST LABORATORY-ON-WHEELS AND THE CAR WHICH HAS LITERALLY RUN AWAY WITH THE FIRST TWO RACES OF THE SEASON. WHICH DOES NOT STOP JOHN BARNARD'S FORMULA 1 FROM BEING THE VERY MODEL OF CLASSICISM.

by Giorgio Piola

1. Lateral fairing takes shape where the rear arm of the lower suspension wishbone is located. It is designed to improve the flow of air in the lateral sidepods, which remain long in comparison to the sidepods of other cars.

2. Air scoop designed for cooling the engine and the rear mechanical compartment.

3. Dual-purpose lateral radiator, combining water on its left side and oil on its right side. There is one per sidepod. Last year, the two were separate, oil being at the front and water at the rear.

4. Two boxes contain the Bosch Mortronic electronic injection system. Located in front of the sidepods on the MP4/1E, they are now above the fuel tank.

5. The fuel tank, which has a capacity of slightly less than 220 litres, sits lower down in relation to the 1983 model and is 6 cm longer.

6. The engine is a TAG PO1 V6 of 1500 cc, developed by Hans Mezger at Porsche. If compared to the 1983 version, one notes many improvements, designed to reduce its' fuel consumption. The work has had positive results, and both McLaren MP4/2's showed themselves remarkably well adapted, during the first two Grands prix of the season, to the 220 litre maximum fuel consumption regulation.

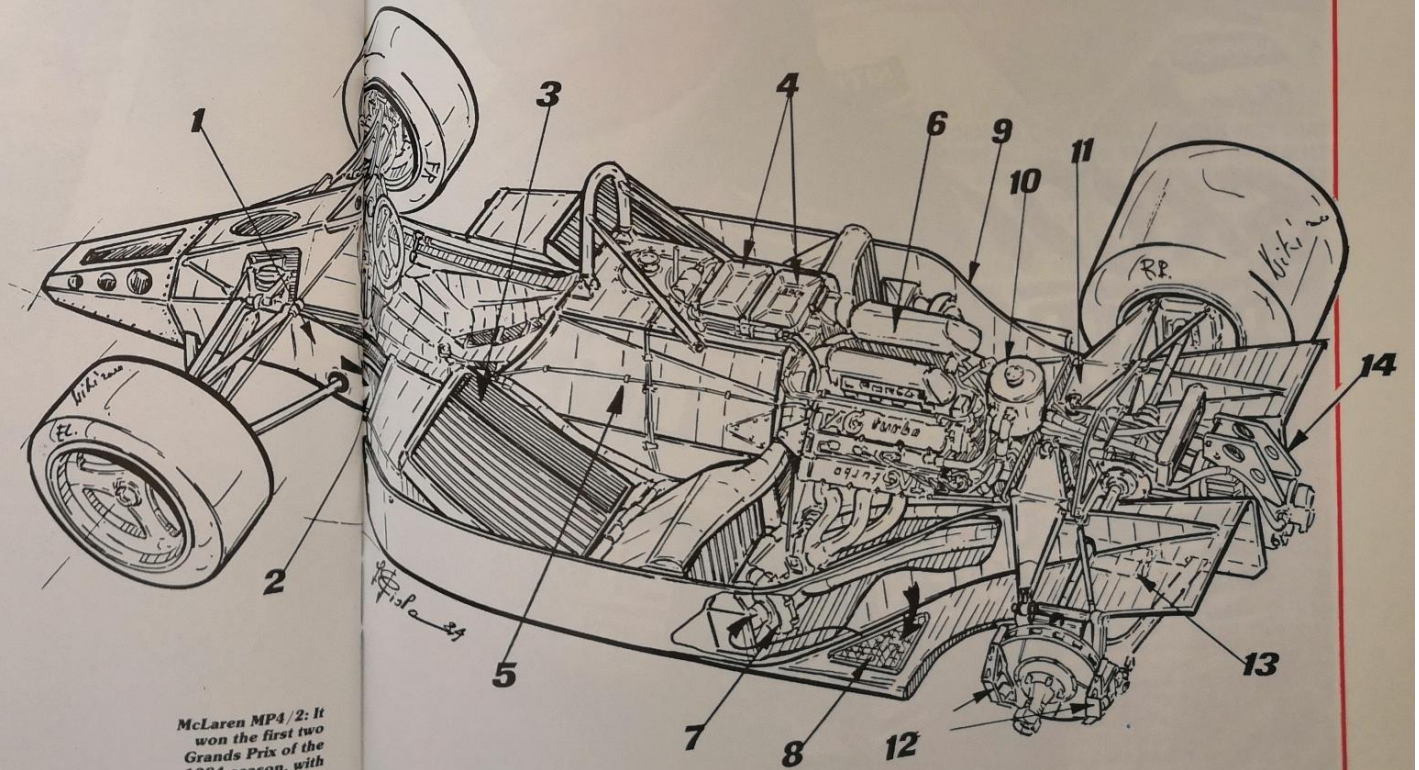
7. The elements of the turbocharging system, which use two German KKK turbochargers, one on each side, have been moved forward in relation to their position on the MP4/1E. This permitted additional refinement of the Coca-Cola bottle shape at the rear.

8. The air scoop which ventilates the turbo is in a horizontal position on the deflector, in front of the rear wheels, and no longer vertically mounted in the sidepod as in 1983.

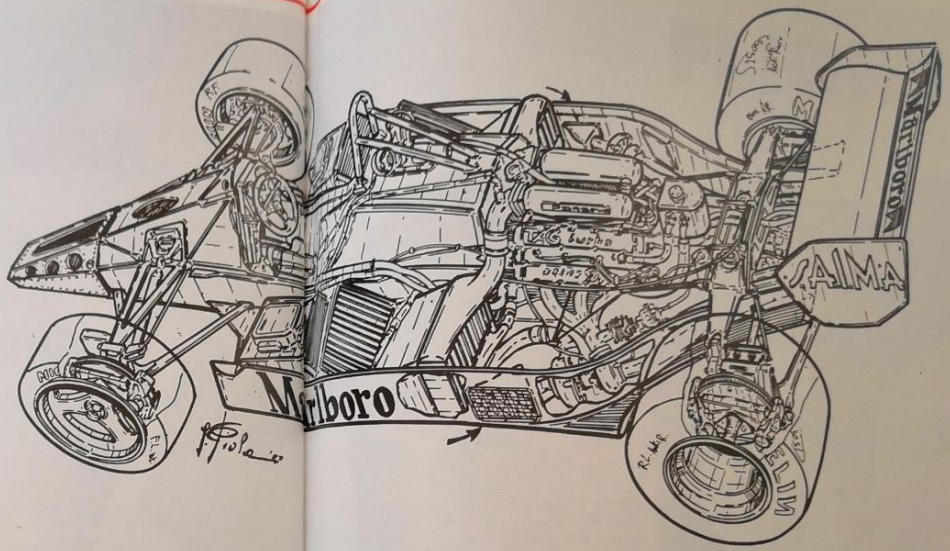
9. The Coca-Cola bottle shape is accentuated.

10. Oil tank. Of a new design, but located in the same place as on the MP4/1E.

11. The rear suspension is new. Its upper arms are directed towards the engine, which has made it possible to bring forward the unit of springs and shock absorbers, adding — as does the new position of the turbochargers — to the streamlining at the rear.



McLaren MP4/2: It won the first two Grands Prix of the 1984 season, with Alain Prost in Rio and Niki Lauda at Kyalami.



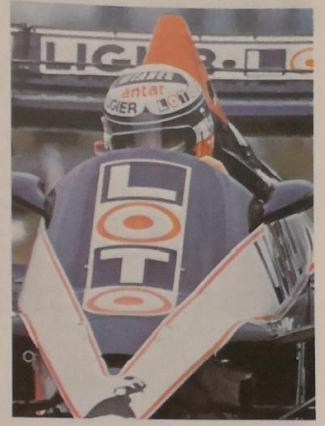
12. The brake calipers, two for each disc, are manufactured directly by McLaren.

13. The extreme rear section of the underwing is large, and the exhaust pipes, two per side, (one for the engine and one for the turbocharging system's waste-gate), dump out underneath. This version was adopted in Rio. At the earlier MP4/2 tests at Paul Ricard, they went through the sidepods.

14. Central support of the rear wing fitted with two side winglets, not shown on this drawing in order to give a better view of the rear engine compartment.

McLaren MP4/1E: It was first raced at the 1983 Grand Prix of Holland, driven by John Watson.

FLIGHT PATHS



Hesnault seems better off than Alliot: his Ligier Renault made it possible for him to finish a race, at least. (Photo DPPI)

TWO MONTHS AGO IN RIO, TWO FRENCHMEN STARTED. THEIR CAREERS IN FORMULA ONE. APART FROM THE FACT THAT BOTH ARE FRENCH, PHILIPPE ALLIOT AND FRANCOIS HESNAULT HAVE LITTLE IN COMMON, AND THE ROUTE THEIR CAREERS HAS TAKEN IS EQUALLY DISSIMILAR. ALLIOT HAS NEEDED EIGHT YEARS TO GET WHERE HE IS TODAY. HESNAULT HAS MOVED WITH COMET-LIKE SPEED THROUGH THE FIELD OF MOTOR RACING. A PLODDER AND AN OVERACHIEVER? THE TRUTH IS NOT AS SIMPLE AS THAT. IT WOULD SEEM, RATHER, THAT ONE IS VERY LUCKY, THE OTHER NOT SO.

by Xavier Chimits

Philippe Alliot is the first to recognize that his slow, steady climb into F1 is the result of sheer perseverance, of a blind love for a sport which has not always been kind in return. Three years of Formula Renault, four years of F3, one has seen more brilliant ascensions through the ranks. This 29 year old Parisian is not above pointing out, however, that some of those seasons counted for half: 1976, for example, when he had to abandon the season in mid-summer, riddled with debts. Or 1978, when the Formula Renault title he won proved to be worth little more than a round of handshakes. Not the stuff on which one builds a solid season in Formula 3. On two occasions, rescue came his way from some of motor racing's solid citizens.

In 1977, it was Jacques Laffite who brought Alliot to the attention of his sponsor, declaring that such talents should not be overlooked. Hugues de Chaunac, in 1979, gave him the chance to be a second to Alain Prost for the last race of the season. Proving himself equal to the task, Alliot's performance convinced de Chaunac to find him a place in the Martini F3 team the following season, with Boutsen and Baldi. A career punctuated by highs and lows, no graceful upward sweep. Nothing of the sort, however, in the case of François Hesnault, that "hurried young man" whose tall, well-bred physique and lively, childlike blue eyes would have pleased the likes of Paul Morand. François Hesnault was born with a silver spoon in his mouth and makes no attempt to pretend otherwise, while remaining very suspicious of conclusions one might draw about the fact. He is without question aware of others' jealousy. Yet his are very traditional values: family, work, and, why not, country. His was a relatively late entrance into the world of Formula One: at the age of twenty-four. Competition comes naturally in the Hesnault family, but work

→

Philippe Alliot (left) and François Hesnault: two very different paths towards the same goal: F1. (Photos L. Froissard)

comes first in the international freight forwarding company which his family owns. Hesnault S.A. employs some 1100 people, a rather impressive size operation. At he age of 20, François set up his own freight company in Switzerland, which gave him the opportunity to travel, notably in the Pacific and in West Africa. Having proven himself in the world of freight forwarding, he turned his sights to motor racing. In 1980, he bought a Formula Renault and drove it in 7 races. His Martini was already covered with sponsors tickets, and he persevered, marking his first victory in 1981. He moved into F3 in 1982, chalking up two victories and finishing third in the French championship that year. In 1983, the same championship saw him finish in second place, behind Michel Ferté leaving a substantial impression of his passage that season: 3 pole positions, 3 victories and 3 fastest laps, these last during the last 3 races of the season. Could Formula 1 be far behind...

An apparently easy trajectory, no real problems, but a lack of experience of which he is ever-conscious: *"I am the second driver. It's up to me to motivate the people who are working on my car, to create a climate of trust. To that end, three elements come into play: the stopwatch, work, and prudence. For the moment, I'm not trying to go fast, I'm learning, and working at bringing down the time difference that separates me from Andrea."*

ALLIOT: 'AT THE TIME I MADE MISTAKES. NOT ENOUGH MONEY, NO EXPERIENCE AND TOO EAGER TO DO WELL'

His is not an easy personality to define. He can be serious, and a joker, thoughtful and enthusiastic, honest yet wily. A result no doubt of having lived to the fullest his 27 years: *"I was very lucky in that I had parents who were cognizant of their duties towards their children. They taught me a sense of responsibility, a respect for work. I learned a lot when I was working as a courrier in the transport business. I found myself having to deliver a load of pharmaceutical products to a Somalian refugee camp. The next thing I knew I had a Kalachnikov under my nose, it was six o'clock in the morning in Benin and my passport was being examined with a fine-toothed comb by the military. I was 22 years old and had the bad idea of finding myself alone in the street without knowing that that very same night Bob Denard had attempted a coup d'état with European mercenaries. Getting outside of France helped me to understand life. I also learned to knock on doors, to negociate contracts in freight, to prove that I was to be taken seriously in spite of my young age. Those lessons proved useful when I was looking for sponsors. I would show up and say 'Hello, I'm a freight forwarding agent, and I'm also a driver.' It happened that my sponsoring proposals would fall flat but I would get freight forwarding work. Sometimes, the opposite would occur. In both cases, the procedure was the same: I was proposing a service. My first sponsors were part of a network of professional contacts that my older brothers had established. When you're dealing with clients, you have to be able to prove to them that you haven't been running off with their money. The same is true with motor racing."*

Philippe Alliot has never been handicapped when it comes to finding sponsors, if one consents to overlook the early years which were lean ones for him. He has always kept around him, outside of motor racing, an inner circle of friends who have consistently supported him. Morally and financially. People who were prepared to help out with cash during the bleakest periods, or who introduced him to sponsors when he aimed for Formula 1: *"At the end of 1983, I had prepared my program for 1984; F2 with Maurer and some CART racing, in a team I had found with the help of Mario Andretti. I finished third with Mario at last year's 24 Hours at Le Mans, and the night of the race he invited me to come visit him in the States, and told me he would try to help me. He kept his word. Then when the Federation was awarding its prizes, I learned that drivers who decided to race in CART could have their licenses suspended and that F3000 was a direct threat to the future of F2. I was in a real bind. It was my sponsors who thought of F1. Just like that. I contacted three teams: Tyrrell, Spirit and Ram. Tyrrell dragged things on for a long time, as for Spirit they needed a lot of money. That left Macdonald, who knew he would have a very substancial sponsor in 1984. I had only 2 million francs to offer him... which is about 20 % of a car's total budget. There were other drivers in the running for the spot, Johansson, Boesel, Baldi, Acheson, and some had financial resources which were far superior to mine. John asked around about me, notably with team managers in F2. He had me drive. Then he said 'Agreed, we sign.' I had known him since Monaco F3, in 1982. A race which I would have won, if my teammate, Alain Ferté, had not put me off a few laps from the finish. John had been greatly amused by the incident, and had come to see me in fits of laughter after the race. He had congratulated me and made some sort of joke. I must admit that I didn't really understand the meaning of his joke, my English was pretty basic. But I had laughed in spite of it..."*

John Macdonald has not always been kindly treated by the press in F1. There was meant to be only one RAM in Grand Prix racing this year. When Macdonald announced at the eleventh hour that he would be running a second car driven by Palmer, there were many in the sport who wondered what sort of tricks the red-haired Londoner might be up to: *"I admit that I had some trepidation about becoming number two driver at RAM. Palmer is British, European champion of F2 and had done a lot of testing for Williams. As soon as we got to Rio, however, I saw that we*

Body-building and jogging, the two disciplines which modern-day drivers use to stay in top shape.
(Photos L. Froissard and T. Bovy/DPPI)

were being treated as absolute equals. Being the first one to arrive, I even had the benefit of the carbon fibre chassis. At the end of the day, Palmer's presence is an advantage for me. We each know what we want. Even if the RAMs are not competitive this year, I can be judged in reaction to what Palmer does. As for MacDonald, I've chosen to ignore his past. I'm always wary of snap judgments which come from the outside. And I honestly believe that this guy is going to have a winning team in F1 one day. He loves motor racing and never gives up."

Alliot has very good reasons to be wary of ready-made reputations. His are personal reasons. It's been a long time now that some unsavory stories have been linked to his name, stories which have done nothing to speed his way in Formula One. One tale in particular, a sad one (in his own words), which occured at the end of the 1976 season when he was racing in F. Renault. In 1975, he had failed to finish successfully in Nogaro's driving school. There was such litigation surrounding his case that Nogaro had helped him buy a car. During his first race, Philippe had won his qualifying race, the other being won by another beginner: Alain Prost, then winner of the Elf driving school and bringing with him solid experience from kart. During the final race, two drivers had a hitch in front of Alliot and he was not able to avoid them. The toll: no more car. Borrowing money, he was able — after a fashion — to finish out the season, not, however, in the most comfortable of conditions. That sets the scene.

HESNAULT: 'I HAD A KALACHNIKOV UNDER MY NOSE AT SIX A.M. IN BENIN IN THE MIDDLE OF A COUP D'ETAT'

"Jean-Claude Lhoro, the director of the driving school at Nogaro, had supported me throughout the season. I knew that there would be a spot at the heart of his team for 1977. It was a toss-up between Lavergne, the school's champion, and me. During the last race, at Imola, 500 francs disappeared from Lhoro's wallet. Lavergne accused me of having lifted them. Everyone knew that I was broke, I was the perfect suspect. Especially since I was known to borrow change from others who were competing and not pay them back, due to a lack of money. A plot of sorts was formulated against me, and Lavergne ended up getting the drive. I think those were some of the darkest days of my career."

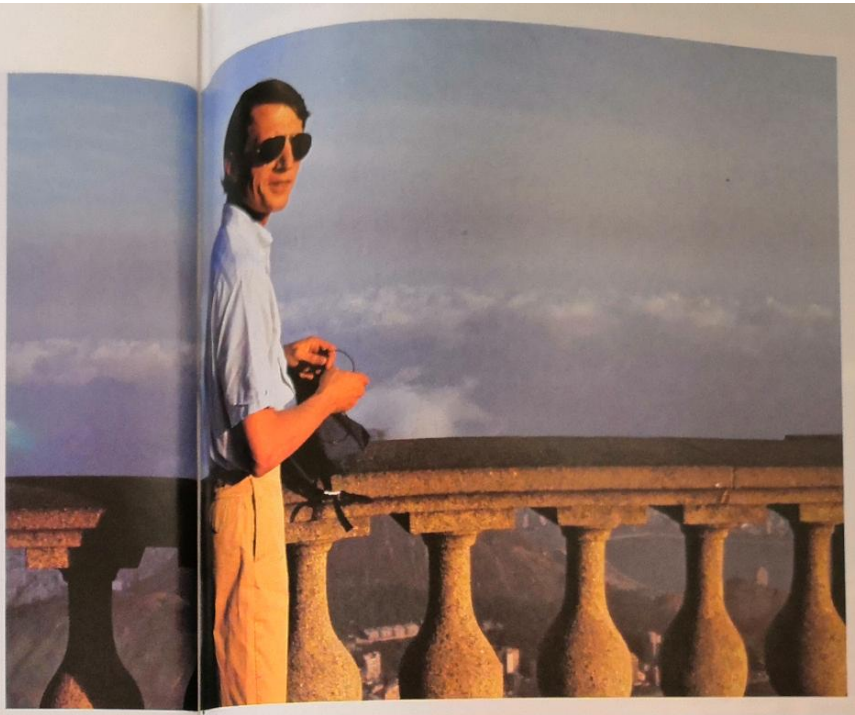
That winter, Alliot put his Martini up for sale. In order to reimburse his debts. Finding no buyer for the car, Alliot headed for the circuits again: *"Financially, I was in a critical position. I was living in a garage at Nogaro, and when in Paris in the student's flat of my future wife, Dominique. I was just able to last until the mid-season. The debts were piling up. I decided it was preferable to give it up. I had won one race, at Nogaro in fact, in front of Lavergne, but I had been disqualified. The height of my wing was wrong. I had adjusted it myself and I had made a mistake."* Luckily, Jacques Laffite happened along just then...

From his difficult beginnings in the sport, Alliot has kept a reputation as a driver who is, perhaps a little too much so, always on the edge: *"In the early days I made a lot of mistakes. Not enough money, not enough experience, and too eager to succeed. I thought that a good driver should go beyond the possibilities of his car. And then, for a long time, I made no progress at all. It wasn't easy to be a driver in France coming on the heels of Prost. He had taken everything, Formula 3 was just starting to come to life again, the petrol companies were investing less, and the Martinis were not keeping up in the European championship faced with the threat of the Euroracings. Three of us suffered from the climate: Streiff, Alain Ferté and myself. It could be that a victory at Monaco would have changed everything for me. I led it twice. In 1980, I went off, all by myself. In 1981, Ferté helped me off. When Tico Martini and Hugues de Chaunac picked me to drive the Martini F2, I had the feeling that I was at last seeing the light at the end of the tunnel."*

It's true that in France there was a generation of ill-fated drivers, the ones which started out immediately after Prost. Imagine for a moment that since 1980, when Prost started in F1, until the Brazilian Grand Prix of 1984, not one Frenchman has had access to a career in Formula One. The Elf connection, long a promoter of native talents, had gone to sleep. It finally revived itself this year to promote the talents of François Hesnault. One cannot understand the renaissance of French involvement in motor racing without understanding the role played by François Guiter, the man who is largely responsible for the attribution of Elf's budgets. Cevert, Depailler, Tambay, Pironi, Prost, to name but a few: all know what they owe to this discreet gentleman who refuses all interviews.

The latest addition to his stable, François Hesnault, always refers to him as M'. Guiter with impeccable good manners: *"Guy Ligier had tried out Michel Ferté last autumn. During the final of the Elf cars, M'. Guiter introduced me to Guy Ligier and asked him to accord me a test, while telling him at the same time that he would prefer if it were me driving the second Ligier. Elf, they're also Antar..."*

Noteworthy to add that Michel Ferté is associated with the "American cigarettes" connection, as Hesnault refers to it with a little wry smile. And that Ligier's connection with Gitanes goes back a very long way. There were also abundant rumours during the winter, to the effect that François Hesnault had paid for his drive with Ligier. A figure was even referred to: 6 million francs. François Hesnault replies in dead earnestness: Not one 'sou' has been paid from the coffers of Hesnault S.A. to those of Ligier Sport: *"Guy Ligier, who found himself without the advantageous transport conditions reserved for FOCA's priority teams, called on us to lighten his burden a little. The company which is headed up by my brothers has a certain influence, and we were able to get tariffs for Ligier which he could never have got all on his own. The savings to him is something in the order of 1 million francs. But any services provided by Hesnault S.A. are invoiced to Guy Ligier. The assistance provided by the company is a logistical one. If Hesnault S.A. had decided to buy a drive so that the youngest son could satisfy his appetite for racing, you can imagine that the company's name would be on the cars."*



Tourism in Rio, ping-pong at the Kyalami Ranch, gone are the days when their careers kept them within the confines of their native France. (Photos L. Froissard and E. Vargiolu/DPPI)

If the truth be known, many in the sport thought Hesnault would lose in the comparison with de Cesrais, thought by many to be the fastest driver in F1. Hesnault surprised everyone in Kyalami, all the more so for having imposed upon himself a period of apprenticeship of 2500 km before giving full vent to his talents: *"At the moment, I'm keeping a margin for myself. I've always been a careful driver."* A surprising admission from a young man who seems to succeed at everything he does. Whether consciously or unconsciously, and opinions are divided about that too, Hesnault excels at the art of public relations. But his maturity, his cold and determined approach to the business of being a driver, are not those of a young man who has had a sheltered, privileged life, as he was all too quickly catalogued. There may be a reason for this, which has nothing to do with his professional success: when he was 17, a serious hunting accident committed him to a hospital bed for eighteen months: *"A bullet went through my hand. Then, as a result of that accident, I suffered from decalcification of the bones and teeth. I discovered Switzerland during my convalescence, and as I found I liked it there, I stayed. It was while in hospital that I learned that the realities of life cannot be learned from books.*

In his room at Kyalami Ranch, a wallet full of photographs of members of his family is placed above his bed. His "secure boundaries". He does not hesitate to use the word love when talking about his brothers, his parents, as if he didn't know that the word, the sentiment, dates him in some way. On that point, Philippe Alliot resembles him. With his eight brothers and sisters, his easy chilhood in comfortable circumstances, a picture of total harmony until his father's company, a concern manufacturing chemical products, went out of business when Philippe was 17. They are few in number who know François Hesnault intimately, but those who do will tell you that this yound man who has everything to be happy, also has moments of extreme doubts. As if he were not ready yet to assert himself. Strange. Alliot talks to you about a new-found serenity, which he has discovered since being in Formula One. Gone are the days when tomorrow was for him a source of anxiety. Happy to be driving in F1? The question strikes them both as being out of place. After all, of what importance is the present for two men who know that it is the future which belongs to them. □

GHINZANI

Dear Editors,
I have read several contradictory versions of Ghinzani's accident. According to some, he removed his helmet, to others, he lost it in the crash. The same goes for his wounds, were the third degree burns on his face or just on his arms, there is quite a difference. I am quite concerned about his condition, as I consider Ghinzani an excellent driver, who is unjustly underestimated.

Andrea Valle, Torino

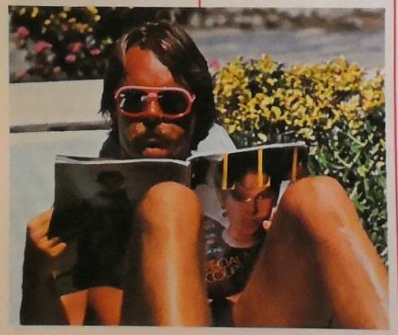
Ghinzani's helmet did not fall during the crash, he removed it once his Osella immobilized, to enable himself to unbuckle his safety belt, the clasp of which is otherwise hard to see. He also removed his left glove in his attempt to free himself as quickly as possible. This accounts for the third degree burns which are to be found on his left arm; fortunately the burns to his face are much less severe. You may find more information about Ghinzani in our Paddocks pages.

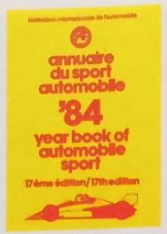
IMAGE CONSCIOUS?

Dear Editor,
There is no use in me slating your latest format of GPI, your magazine has had enough flak to last the rest of the season. But I had to write to you after reading about your interview with Jean Sage, it seems he has great difficulty in explaining to us why Renault have failed to win the championship. I think the reason is quite clear, the sooner Renault forget about their IMAGE and start to realize what F1 is all about perhaps they might start winning.
Just take a look at some of the other teams in F1 they are there for the sheer enjoyment of competition and winning, each team gives 100 per cent to one cause, that is to win the championship, regardless of image.

Yours faithfully,
John Turner, London

What is true is that Renault is a name and as such is obliged to consider its image. For example it would be unwise for them to try to bend the rules regarding fuel consumption. You can imagine the consequences if this team could be accused of cheating. Not every team can boast their scruples. Renault is indeed an extremely rich team, however, being an important manufacturer also carries its disadvantages. So, rather than criticize a team that suffered a lot of misfortune at the end of last season, perhaps it would be fairer to admit, once and for all, that Renault is unique compared to teams such as McLaren, Brabham, Williams and even Ferrari. Give them some credit, it takes courage to enter F1 wholly as they have done, instead of just entrusting their engines to top teams, then turning their faces after a failure or giving themselves all the credit should they win.





ANNUAIRE DU SPORT AUTOMOBILE 1984

FIA
8, Place de la Concorde
75008 Paris
Price: FF 190, FF 210 with mailing

Obviously neither a fantastic colour documentary, nor a compilation of brilliant photographs and wonderfully lyrical texts. But those are not the objectives of this little yellow book, written both in French and in English, which contains nothing less than all of the reglementations created by the Fédération Internationale Automobile. There is not an engineer who goes off to a circuit without having this book tucked away in his suitcase. Also boasts a very complete calendar, addresses of a multitude of circuits, of constructors, etc... Despite its austere appearance, this book contains a wealth of information sure to interest the truly passionate lovers of the sport.
Two ✍, for tuned-in readers.

GILLES FRA MITO E LEGENDA

Silvio Rossi
Forte Editore
Via Flumendosa 47
20132 Milano
Price: 20.000 Lire

The latest in a long line of over-the-alps volumes dedicated to the memory of Gilles Villeneuve. This book, made up of photographs with accompanying texts, leaves the reader with an unfocussed impression, a slightly bitter aftertaste. There is no doubt about the desire herein to pay tribute to Gilles, the layout is original, the paper of top quality, the choice of photographs for the most part judicious. Why then spoil it with two sensationalist pictures, in bad taste and out of place, of Gilles fatal accident at Zolder? Note also the singular paleness of the Ferrari red throughout. The book has yet to be written which Gilles memory deserves.
One ✍ only, because a book about Gilles should be perfect.

RENDEZ-VOUS A MACAO

Jean Graton
Graton éditeur
55, Avenue du Pérou
1050 Brussels
Price: FF 31

Michel Vaillant has known better days, and his adventures in Macao leave him with little time to use his driving talents. What remains is a superb portrait of Teddy Yip in his element, Macao and Popular China (yes indeed!) as if you were there. There is a chase sequence in the streets of Hong Kong which, for specialists in the genre, will bring to mind "San Francisco Circus" by the same author, as well as the return of the lovely Ruth, who is to Steve Warson what Lady X was to Buck Danny. Rendez-vous a Macao is not the best of Jean Graton's work, but then who wants an incomplete collection of Michel Vaillant?
Two ✍, the plot is a little far-fetched.

WHAT'S ON

MAY 11-13

GROUP C - SILVERSTONE 1,000 KILOMETRES

Silverstone Circuit, Nr. Towcester, Northants, NN12 8TN Tel. : (0327) 857.271
Practice: untimed, Friday 13:00 to 15:00 timed, Saturday, 09:00 to 10:30 and 15:15 to 16:45.
Race: Sunday, 12:00
Tickets: £2 Saturday, £7 Sunday.

May 18-21

FRENCH GRAND PRIX F1

DIJON-PRENOIS
ASA Dijon-Prenois
BP 1122, 21027 Dijon Cedex
Tel.: (80) 31.64.43
Practice: Untimed, Friday and Saturday 10:00 to 11:00 timed, 13:00 to 14:00.
Warm-up, Sunday 10:00 to 10:30
Race: Sunday, 14:30
Tickets: General Admission, 40 F Friday, 80 F Saturday, 175 F Sunday; three-day pass, 230 F; Stands: Saturday-Sunday, 400 F and 550 F.

MAY 31 TO JUNE 3

MONACO GRAND PRIX F1

Automobile Club of Monaco
23, Bd. Albert 1er, BP. 364,
Monaco-Condamine
Tel.: (93) 30.32.20
Practice: Pre-qualifying, Thursday 08:00 to 09:00; Thursday and Saturday, 10:00 to 11:30 untimed and 13:00 to 14:00 timed.
Warm-up: Sunday 12:30 to 13:00.
Race: Sunday, 15:30
Tickets: Thursday, free; Saturday, 80 F-90 F; Sunday, 140 F - 250 F; stands 90-120 F Thursday, 180-250 F Saturday, 300-600 F Sunday.

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Grand Prix '82 (90 mins)

The Formula One Year
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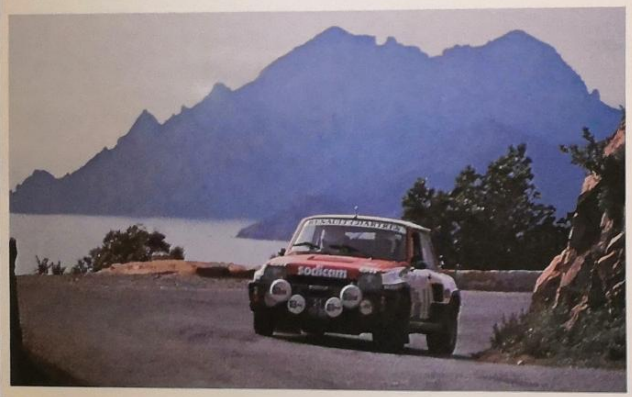
COMING UP MAY 10 IN GRAND PRIX INTERNATIONAL

FORMULA 1

The European season kicks off, with the Grands Prix of Belgium and San Marino. Follow the action with us, as we take you from the twisting gray circuit at Zolder to the colourful curves of noisy Imola, travelling in a matter of days from the land of chips to the kingdom of the tifosi. A study in contrasts which we will be illustrating pictorially and verbally.



CORSICAN RALLY

Springtime is indeed a festival in this beautiful isle. A festival of colours and sea breezes, the scene warmed by an increasingly intense sun. This marvellous land of wild pigs and abundant, tasty goat cheeses has often been the setting for legendary confrontations in motor racing. With the debut of the new Peugeot 205 Turbo 16, Corsica could make a grand entry into the annals of the sport.

ON THE SCENE

We bring back the USA in full force after a two week delay, which allowed us to give adequate space in this issue to Warwick, Tambay, Alliot and Hesnault. Phoenix CART and Road Atlanta IMSA will be gracing our pages...with lots of photographs.

on sale every other Thursday

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